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SAUCE.

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AND ENJOY THE  
FEELING OF RELIEF  
FROM PAIN  
IF YOU USE  
CORRECT EYEWEAR  
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No. 20,372 號二十七百三零萬二第 日一初月九年亥癸 HONGKONG, WEDNESDAY, OCTOBER 10TH, 1923. 三拜禮 號十月十年二十國民華中 PRICE, \$3 PER MONTH

## INTIMATIONS

At most Refreshing  
Drink for Summer

IS

MARTINI & ROSSI'S  
ITALIAN  
VERMOUTH

With Cold Water.

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GUNS by W. W. GREENER, WEBLEY  
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AND AMMUNITION STORE.  
5-6, BEAconsfield ARCADE.

PEAK TRAMWAYS CO.  
LIMITED.

## TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 7.10 a.m.	every 15 minutes
7.30 " " 8.00 " "	10 " "
8.30 " " 8.40 " "	Non Stop
8.40 " " 8.47 " "	Stopping
8.47 " " 8.54 " "	Non Stop
8.54 " " 9.04 " "	Stopping
9.04 " " 9.11 " "	Non Stop
9.11 " " 9.20 " "	Stopping
9.20 " " 9.30 " "	Stopping
9.30 a.m. to 11.00 a.m.	every 10 minutes
11.30 " " 12.30 p.m.	15 " "
12.40 " " 12.47 " "	Non Stop
12.47 " " 12.57 " "	Stopping
12.57 " " 1.04 " "	Non Stop
1.04 " " 1.13 " "	Stopping
1.13 " " 1.20 " "	Non Stop
1.20 " " 1.30 p.m.	every 10 minutes
1.30 " " 1.40 " "	15 " "
1.40 " " 1.50 " "	Stopping
1.50 " " 2.00 " "	10 " "
2.00 " " 2.07 " "	Non Stop
2.07 " " 2.14 " "	Stopping
2.14 " " 2.20 " "	Non Stop
2.20 " " 2.27 " "	Stopping
2.27 " " 2.37 " "	Non Stop
2.37 " " 2.47 " "	Stopping
2.47 " " 2.54 " "	Non Stop
2.54 " " 3.03 " "	Stopping
3.03 " " 3.10 " "	Non Stop

SUNDAYS.	
7.00 a.m. to 7.10 a.m.	every 15 minutes
7.30 " " 8.00 " "	10 " "
8.30 " " 8.40 " "	Non Stop
8.40 " " 8.47 " "	Stopping
8.47 " " 8.54 " "	Non Stop
8.54 " " 9.04 " "	Stopping
9.04 " " 9.11 " "	Non Stop
9.11 " " 9.20 " "	Stopping
9.20 " " 9.30 " "	Stopping
9.30 a.m. to 11.00 a.m.	every 10 minutes
11.30 " " 12.30 p.m.	15 " "
12.40 " " 12.47 " "	Non Stop
12.47 " " 12.57 " "	Stopping
12.57 " " 1.04 " "	Non Stop
1.04 " " 1.13 " "	Stopping
1.13 " " 1.20 " "	Non Stop
1.20 " " 1.30 p.m.	every 10 minutes
1.30 " " 1.40 " "	15 " "
1.40 " " 1.50 " "	Stopping
1.50 " " 2.00 " "	10 " "
2.00 " " 2.07 " "	Non Stop
2.07 " " 2.14 " "	Stopping
2.14 " " 2.20 " "	Non Stop
2.20 " " 2.27 " "	Stopping
2.27 " " 2.37 " "	Non Stop
2.37 " " 2.47 " "	Stopping
2.47 " " 2.54 " "	Non Stop
2.54 " " 3.03 " "	Stopping
3.03 " " 3.10 " "	Non Stop

SPECIAL CARS  
By ARRANGEMENT AT THE COMPANY'S OFFICE  
ALEXANDRA BUILDINGS,  
Hongkong, 1st June, 1923.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon .....	6.41	7.10	8.35	9.15	10.28	12.00	1.18	2.52	4.34	5.27
Yau-mat-ti .....	6.51	7.18	8.45	9.25	10.38	12.09	1.27	3.01	4.43	5.37
Shatin .....	7.03	7.30	8.55	9.35	10.50	12.21	1.39	3.13	4.55	5.50
Tai-po .....	7.17	7.44	9.05	9.45	11.03	12.34	1.52	3.26	5.08	6.03
Tai-po Market .....	7.22	7.49	9.10	9.50	11.08	12.39	1.57	3.30	5.12	6.07
Fanling .....	7.33	8.00	9.20	10.00	11.19	12.48	2.06	3.40	5.22	6.17
Sheung Shui .....	7.38	8.05	9.25	10.05	11.24	12.53	2.10	3.44	5.27	6.22
Shum Chun .....	7.44	8.11	9.31	10.11	11.30	13.00	2.16	3.50	5.33	6.28
Shek Lung .....	7.44	8.11	9.31	10.11	11.30	13.00	2.16	3.50	5.33	6.28
Canton .....	7.44	8.11	9.31	10.11	11.30	13.00	2.16	3.50	5.33	6.28

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Canton .....	7.44	8.06	9.28	10.07	11.40	12.58	1.45	3.12	4.03	4.30
Shek Lung .....	7.44	8.06	9.28	10.07	11.40	12.58	1.45	3.12	4.03	4.30
Shum Chun .....	7.44	8.06	9.28	10.07	11.40	12.58	1.45	3.12	4.03	4.30
Sheung Shui .....	7.44	8.06	9.28	10.07	11.40	12.58	1.45	3.12	4.03	4.30
Fanling .....	7.44	8.06	9.28	10.07	11.40	12.58	1.45	3.12	4.03	4.30
Tai-po Market .....	7.44	8.06	9.28	10.07	11.40	12.58	1.45	3.12	4.03	4.30
Tai-po .....	7.44	8.06	9.28	10.07	11.40	12.58	1.45	3.12	4.03	4.30
Shatin .....	7.44	8.06	9.28	10.07	11.40	12.58	1.45	3.12	4.03	4.30
Yau-mat-ti .....	7.44	8.06	9.28	10.07	11.40	12.58	1.45	3.12	4.03	4.30
Kowloon .....	7.44	8.06	9.28	10.07	11.40	12.58	1.45	3.12	4.03	4.30

### SHA-TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
Fanling .....	7.45	11.30	2.20	6.20	Shatankok .....	6.30	10.15	1.05
Shatankok .....	8.40	12.25	3.15	7.15	Fanling .....	7.25	11.10	2.00

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from  
Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY,  
HONGKONG.

ROBERT BAKER, Manager.

J. T. SHAW.

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TELEPHONE CENTRAL 632.

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Order should be sent in writing at least 24 hours before the Coal is required.  
All orders must be accompanied by cash, Cheque, or Compro Order payable to  
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Under the Management of an

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HONGKONG HANSARD REPORTS  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1921.

Revised by the Members.

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Kaplan Bay Hotel

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and

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European or American Plan.

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Vegetable Seeds	\$5.00, 2.50, 1.00
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Plants for Table Decoration	\$4.50
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Everlasting Flowers	2.00
Ornamental Grasses	2.00

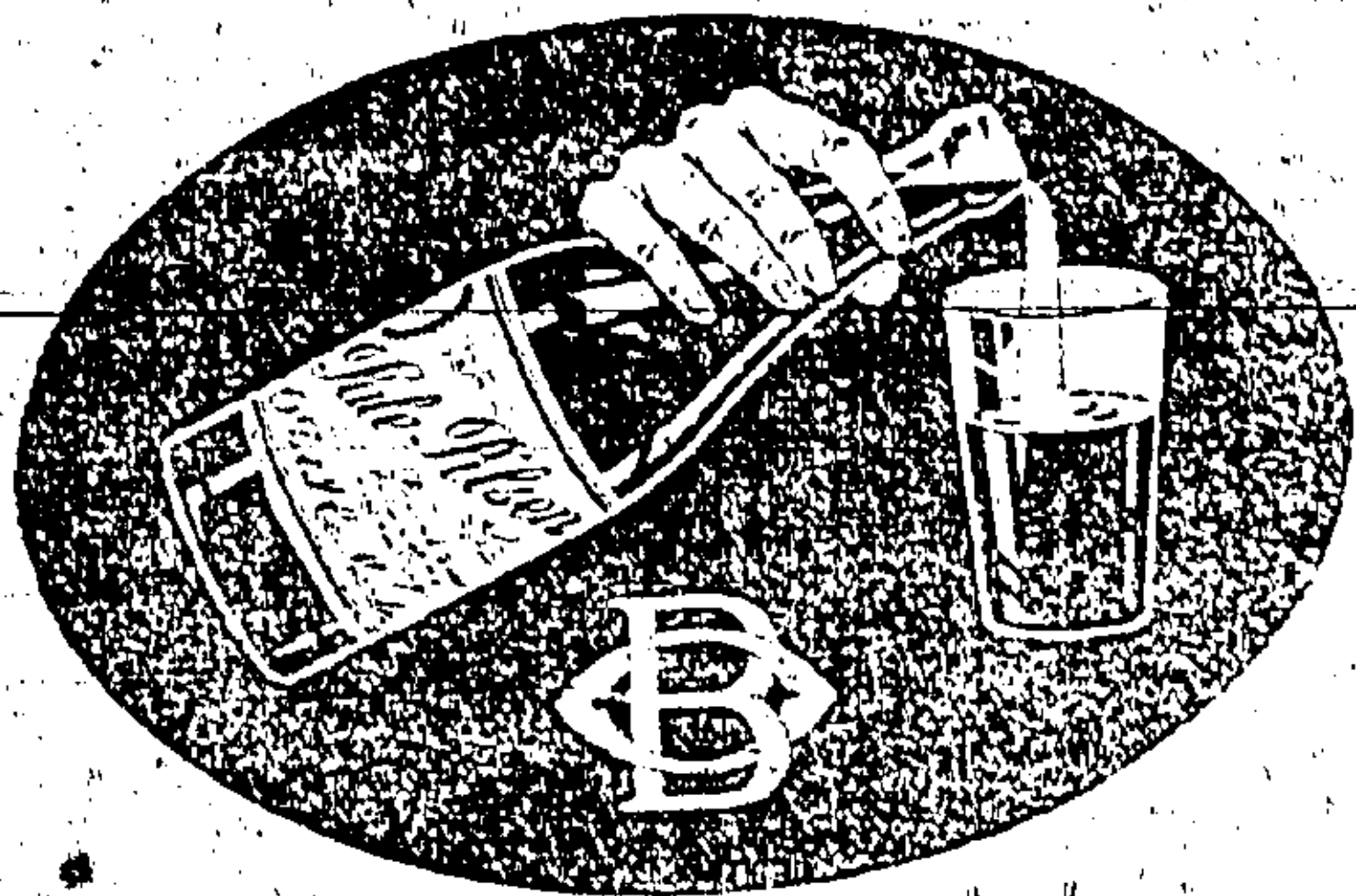
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We have Just Received

A Shipment of

CANADIAN FISH,

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RED SPRING SALMON.

CHICKEN HALIBUT.

SILVERSIDE SALMON.

Order Early and Insure a Real Treat.

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## Cooler Weather

Insect pests make their way indoors.  
Windows and doors are often closed,  
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available, and germs multiply.

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the Tests being made by the

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Our British made Sets to comply with our  
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Have the Doctor's Prescription  
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satisfactory.

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THE RED BUILDING (OPPOSITE ICE HOUSE ST.)

## LORD BIRKENHEAD.

AMERICANS AND REFERENCES  
TO MR. WILSON.Friends of Mr. Woodrow Wilson the  
ex-President, were up in arms recently  
regarding a speech made by Lord Birken-  
head at the Institute of Politics at  
Williamstown, Mass.In the speech Lord Birkenhead, after  
declaring that self-interest rather than  
altruism must determine the attitude of  
the United States to Europe, said:  
"Therefore it seems to me that while  
the name of Wilson must always be  
revered by those who render homage to  
his purposes almost superhuman, pursued  
with a real almost superhuman, yet not  
must none the less be recognised that his  
judgment of his own countrymen was  
wrong, and that by the error of that judg-  
ment he became, paradoxically enough,  
the agent of those post-war developments  
from which his altruistic mind would most  
especially have recoiled."President Wilson, indeed, came with a  
noble message of hope, but unhappily in  
the sequel hope proved his principal  
equipment.It is a fascinating speculation whether  
had he been given health and strength to  
pursue the campaign which he content-  
plated, his idealism and personalty could  
have affected the forces of the world. I  
am bold enough, even at the moment when  
I pay the highest tribute to his greatness,  
and courageous motives, to doubt it.Mr. Henry Brockton, who was Mr.  
Wilson's Assistant Secretary for War, im-  
mediately wrote to Mr. John W. Davis,  
the former Ambassador to London and now  
President of the War Association, being  
which Lord Birkenhead was to speak, say-  
ing: "Permit me to refer to the im-  
portance of ex-President Wilson in Lord  
Birkenhead's speech. As a member of the  
American Bar I regret that anyone with  
so little sense of propriety should have  
been invited to address its annual Con-  
vention. If it proves necessary for him to  
fulfill his engagement to speak, I hope it  
may be intimated to him that the expres-  
sion of such opinion, concerning a great  
American statesman is distasteful and in-  
tolerable to any self-respecting American  
audience."One who heard Lord Birken-  
head's speech, Mr. Grosvenor Clark, son  
of the former Director of the United States  
Council of National Defence, who, as  
naturally opposed to Mr. Wilson's party,  
declared what he called "Wilson baiting,"  
said: "If there is to be any further chas-  
tising of Mr. Wilson and I do not dis-  
cuss the merits of that matter—it can be  
attended to by his own countrymen. It is  
a strange thing that one who has so con-  
scientiously worn the German shield as a  
visitor so forget himself. It is a perfect  
example of how not to conduct an Anglo-  
Saxon bond, then what is missing is more  
imperative for the welfare of the world."The New York World publishes the  
following statement by Lord Birkenhead  
in connection with the criticisms of his  
Williamstown address:"My object was to attempt a philoso-  
phic examination of the causes which have  
led to the present world situation. In the  
course of that examination I made cer-  
tain observations in relation to President  
Wilson which made plain how noble was  
the role which, in my opinion, this dis-  
tinguished American played in the critical  
events of four critical years.""But I must nevertheless be allowed to  
maintain, as I intend to maintain, my in-  
dividual view that his own idealistic tem-  
perament led him to exaggerate the force  
behind him in his own country in the part  
which was revolutionary as to the tradi-  
tion bequeathed to the American people  
by men equally great.""I ask nothing more of the American  
people than that they should read care-  
fully all that I said of this distinguished  
man, and decide in fair perspective  
whether my words did not tend to enhance  
his reputation at the bar of history rather  
than to disparage it."

## BRITISH DYE INDUSTRY.

WHY PROF. GREEN RESIGNED  
RESEARCH POST.A serious situation in the British dye  
industry has been created by the resignation  
of Professor Arthur G. Green, F.R.S.,  
from his position as Director of Research  
and Chief Chemist of the British Dyes-  
tuffs Corporation.It is understood that his action results  
from dissatisfaction with the alleged lack  
of technical knowledge on the board of  
directors. Although it has been his earnest  
desire to see the British synthetic dye in-  
dustry capable of withstanding foreign  
competition, he believes that its perma-  
nent establishment is impossible under  
present conditions.Two former managing directors of the  
corporation—Dr. Levinstein and Sir  
Joseph Turner, both experts and domina-  
ting figures in the British dye industry—  
previously resigned from the board for  
the same reason.The capital of the corporation, which  
was formed after the war as a great  
national company to consolidate and  
establish the dye industry in Great Brit-  
ain, is £10,000,000 in which the British  
Government held £1,700,000 Ordinary and  
Preference shares. The corporation showed  
a net profit of £102,038 for the year which  
ended on October 31st last. This com-  
pared with a net loss of £1,006,600 for the  
preceding year.

## STAGE SALARIES.

DROP FROM £145 TO £25 A WEEK.

The scramble for work on the stage,  
accelerated recently by the failure of  
many plays and the falling off in the num-  
ber of touring companies, says a London  
paper has resulted in remarkable decreases  
in the salaries of many actors and  
actresses.One of the biggest drops has been from  
£145 a week to £25 a week in the case of  
a favourite musical comedy actress.A manager concerned in both London  
and provincial companies said: "Some of  
the biggest stars who have long contracts  
are still drawing £200 and £400 a week,  
but others have to play for less if they  
want employment. The people most  
affected by the slump in salaries are those  
who have been earning between £20 and  
£250 a week."

## THRIVING GERMANY.

IMPRESSIONS OF AN ENGLISH  
BUSINESS MAN.A Bradford business man's impressions  
of the present conditions in Germany are  
contained in a letter dated August 2nd,  
sent by Mr. Max D'Andrea, of Bradford,  
to his father, Mr. J. N. D'Andrea, a yarn  
agent of that town. He writes:"I have just spent three weeks in Ger-  
many, two in Bremen, and one in Berlin.  
The impression forced upon me is that  
Germany is very rich and thriving. I  
found that The Daily Mail gives a much  
more accurate picture of the state of  
affairs than other newspapers."There are no beggars. Everybody, in-  
cluding the middle classes, is well dressed.  
The people look well fed. I heard nothing  
of unemployment. The head of an Ameri-  
can cotton export firm, whom I met in  
Bremen, told me that he had intended to  
visit London, but owing to the unexpectedly  
large number of sales he had just made in  
Germany he was obliged to return imme-  
diately to the United States.Theatres, cabarets, restaurants, cafes,  
and so on are always crowded, although  
in the better class of eating places wine is  
obligatory.Everywhere new buildings have either  
been erected or are in course of erection.  
Every day the German newspapers an-  
nounce the beginning or completion of  
some costly undertaking such as rail-  
ways, canals, and factories.If all the reconstruction in Germany  
since the armistice were assessed on a real  
gold basis, and rates and taxes were levied  
equivalent to those at present in force in  
England, it would not only go a long way  
towards meeting the reparation payments, but  
would render much more capital avail-  
able for the purpose."THE  
AMERICAN EXPRESS CO.  
INCORPORATED.

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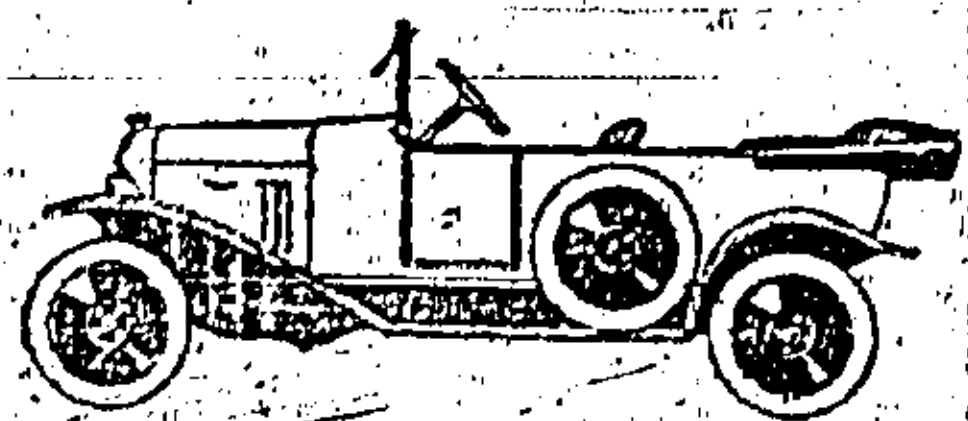
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## THE STRAITS SETTLEMENTS BUDGET.

THE COLONY'S FINANCES.

THE GOVERNOR'S ADDRESS.

H.E. the Governor of the Straits Settlements (Sir Laurence Guillemard) commenced his annual address on the Budget at a meeting of the Legislative Council last week as follows:—

In my address last year I stated that I anticipated that the year 1922 would result in increasing our surplus by some \$3 million. The income actually amounted to \$91 million, but the improvement over my forecast was partially due to the postponement of payment for the Penang Hill Railway.

This year we have no income tax (which brought in last year nearly \$4 million) to swell our receipts and we cannot, therefore, hope for nearly so good a result as in 1922.

In fact a recent revision of our estimates for the current year, set out in the memorandum which has been circulated, indicates that our revenue for the current year should exceed our expenditure by about \$1.5 million only. It is anticipated that at the end of this year the assets of the Colony will exceed its liabilities by almost \$60 million, of which some \$10 million will be liquid.

We are, however, committed to considerable extraordinary expenditure and to loans of large amounts in the near future (for example, in connection with water supplies in all Settlements), and the best method of getting a true grasp of the real strength of our position is to treat the amount of each involved in the extraordinary expenditure and those loans as represented by an earmarked portion of our surplus. The adoption of the method indicated shows that our available cash surplus at the end of the current year should exceed \$20 million, and I feel that I am justified in describing our financial position as sound.

The estimates for 1924, which will be brought before you to-day, show an expenditure of \$28,384,033 against an anticipated revenue of \$27,330,545, that is to say, our budget for next year as it now stands forecasts a deficit of slightly over \$1 million. The budget will be subjected to careful scrutiny during its progress through Council, and an endeavour will be made to reduce the expenditure to the amount of the estimated revenue. If this is impossible, the final deficit must be treated as a charge against the \$20 million cash surplus I have just mentioned. Even if the budget as finally passed by this Council shows a deficit, it must be remembered that revenue is estimated on a conservative basis, and I trust as in previous years the actual results of 1924 will turn that deficit into a surplus.

A very important change has been effected in our currency legislation by an Ordinance passed in this Council last month and brought into force to-day. The Currency Commissioners are now empowered to buy and sell for Straits currency sterling instead of sovereigns delivered in London. The effect is to change our currency from a gold exchange standard into a sterling exchange standard, a change which has been necessitated by the effects of the war but will prove beneficial to the Colony. Statistics as to Currency are furnished in the memorandum.

In regard to loans, raised locally and in England, the position remains exactly as set out in my address of last year. The total public debt of the Colony is approximately \$240 million, of which the Imperial Government will repay \$80 million, the F.M.S. Government \$85 million and the Johore Government, the Harbour Board and Municipalities almost all the remainder either by direct payment or by contributions to Sinking Funds.

## WIRELESS STATION FOR BANGKOK.

For some time past, says the Bangkok Times of September 22nd, the Navy has supplied a boat, which has been stationed at Kohsichung, fitted with wireless to communicate with Bangkok. The Post and Telegraph Department are now erecting a temporary installation of wireless on Koh Kam, and when this is ready the Navy boat will be released for other duties. The telegraph authorities are going to build a permanent wireless station on the island of Kohsichung, and the plant, a Marconi set, has been ordered. Permanent buildings have to be erected for the operating staff on the island, and until these are ready and the plant arrives from home, Koh Kam will be used as a temporary station. On the opening of the Kohsichung land station, the Koh Kam plant will be available for use elsewhere, and may be located at Phu Phan, etc. It is in contemplation to build a wireless station for Bangkok with a long distance receiving and dispatching set, on top of the present telephone exchange.

## CANADIANS TO BUILD A RAILWAY IN CHINA.

A Winnipeg message circulated to the world's Press reads:—  
Contracts for the construction of 1,200 miles of railway in China, involving an expenditure of about \$20,000,000, have been awarded to the Northern Construction Company, according to reports received at the Board of Trade. The new line will extend from Canton to Chengtu and will pass through some difficult country, necessitating the building of tunnels. Local officials of the company expect to go to the Orient in the near future to take charge of the work.

## RESEARCH IN PACIFIC. MAPPING THE OCEAN BED.

With the object of making extensive researches into various branches of science, the yacht *St. George*, which has been purchased for the purpose, will sail from Dartmouth at the end of October for a cruise in the Pacific. She will be away approximately ten months, and will call at the following ports: Panama, Galapagos, Easter Island, Pitcairn, Mangrove, Cook Islands, Tahiti, Rangoon, the Marquesas and the Cook Islands. Nearly 21,000 miles will be travelled.

The expedition has been organised by the Scientific Expeditionary Research Association, and the following scientists are accompanying the vessel:—  
Ethnology: Mr. James Hornell (Director of Fisheries, Madras).  
Marine Biology: Dr. Cyril Crossland.  
General Biology: Mr. P. I. Johnson.  
Entomology: Mr. C. I. Collette and Miss L. E. Cheesman.  
Botany: Mr. Lawrence A. M. Riley.  
Ornithology: Lieut. Col. H. J. Kelsall.  
Geology: Mr. Lawrence J. Chubb.

The oceanographer has not yet been appointed.  
The yacht will be under the command of Commander David Blair, R.N.V.R., and Major A. J. A. Douglas, who has travelled very widely, is to be in charge of landing arrangements, camps, and so on.

Lieut. F. W. Kealey, organising secretary, has stated that important results are likely to accrue from the expedition. "We shall probably use a sonic depth finder," he said, "with which it is possible to map the bottom of the ocean with great accuracy. The bed of the Pacific is always altering, and I think we shall find new places, and do some extremely valuable work."

Among other subjects to be studied on the cruise will be the migration of whales.

## HONGKONG SHARE MARKET CLOSING QUOTATIONS.

OCTOBER 9th, 1923.

Hongkong and Shanghai Banks	.....\$1,100 b.
Canton Insurance	.....\$147 1/2 b.
Union Insurance	.....\$234 s.
Steamboats	.....\$44 1/2 b.
"Star" Ferries	.....\$54 b.
China Sugars	.....\$223 b., 224 ss.
Langkate (Combined)	.....\$15 3/4 b.
Whampoa Docks	.....\$150 s. ex. div.
Hongkong Land	.....\$88 b.
Ewo Cotton	.....\$13 1/2 b.
Shanghai Cotton	.....\$15 3/4 b.
Oriental	.....\$15 1/2 b.
Hongkong Ropes	.....\$39 b.
China Provident	.....\$24 1/2 s.
Dairy Farms	.....\$42 b.
Hongkong Tram	.....\$24 b.

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# SPORTS

## INTER-SCHOOL SPORTS

### SWIMMING AT THE V.R.C.

The ninth annual inter-school swimming sports of the Colony held under the auspices of the Hongkong Amateur Athletic Society, took place in the Victoria Recreation Club swimming pool yesterday afternoon. Schools represented were St. Paul's College, St. Stephen's College, Queen's College, Kowloon British School, St. Joseph's College, the Saiyung-pun School, the Ying-Wah College, and the Ellis Kadoorie School. The Club was packed with pupils from the various schools, and keen enthusiasm was displayed by both spectators and competitors.

At the conclusion of the sports, Mr. Wong Kam Ying, President of the H.A.A.F., distributed the prizes. In a short speech, he remarked on the comparative failure of the Chinese swimmers at the Olympic sports, and ventured to express the hope that Hongkong-Chinese would be spurred to greater efforts by that failure.

Mr. A. E. Dome, who was responsible for most of the very excellent arrangements, informed the gathering that the entries this year exceeded anything that had ever had in the past. He considered this a good sign.

The sports officials were as follows:—Referee—Mr. A. E. Dome. Starter—Mr. F. S. Lau. Scorer—Mr. Ng Chi Him.

Time-keepers—Mr. F. A. Britton, Mr. F. de Rome, Mr. J. C. Fletcher, Mr. L. G. Phillips, Mr. S. S. Leung.

Judges—Mr. C. O. Tse, Mr. G. F. Nightingale, Mr. G. M. Reese, Mr. K. L. Hoh, Mr. E. Guingam.

Results:—Senior 50 Yards.—1. A. May; 2. Yeung Ping Kwai; 3. J. R. Pearce.

Junior 50 Yards.—1. Lai Sze Chiu; 2. Sun Chouk Pui; 3. Lau Kwok Yui.

Small Boys 25 Yards.—1. G. A. Noronha; 2. William Gould; 3. B. Gosano.

Senior 30 Yards Breast Stroke.—1. Ho Pak Ping; 2. Ip Kai Ying; 3. Herbert Wong.

Junior 30 Yards Back Stroke.—1. Lai Sze Chiu; 2. Hubert Chan; 3. Wong Kan Fan.

Small Boys 50 Yards.—1. L. Raza Pereira; 2. Ng Wai Man; 3. B. T. Gosano.

Senior Plunge for Distance.—1. L. Man Kit; 2. Mak Kai Hung; 3. Ho Shai Lai.

Junior 100 Yards Breast Stroke.—1. Lai Sze Chiu; 2. Ng Yuk Kwan; 3. Ko Sik Chuen.

Senior 100 Yards.—1. A. May; 2. Yeung Ping Kwai; 3. J. R. Pearce.

Small Boys 50 Yards Breast Stroke.—1. Chan Ka Huen; 2. B. Gosano; 3. Fung Hon Chuen.

Senior Fancy Diving.—1. A. Kitchell; 2. A. May; 3. Tong Wai Lit.

Junior 200 Yards.—1. Lai Sze Chiu; 2. Lau Kwok Yui; 3. Ko Sik Chuen.

Small Boys Team Race.—1. St. Joseph's College; 2. Kowloon British School.

Senior 100 Yards Back Stroke.—1. A. May; 2. Ho Pak Ping; 3. Tong Tan Chiu.

Junior Fancy Diving.—1. Chan, Se Chiu; 2. Lam So Yung; 3. F. Suzara.

Senior Team Race.—1. St. Joseph's College; 2. Queen's College.

Junior Team Race.—1. Queen's College; 2. St. Joseph's College.

Senior 440 Yards.—1. A. May; 2. Yeung Ping Kwai; 3. L. Man Kit.

# HOCKEY

## SHANGHAI TO BE INVITED TO PLAY AT HONGKONG.

At the annual meeting of the Hongkong Hockey Club held last evening at the Hongkong Cricket Club pavilion and presided over by Mr. L. G. Bird, it was decided on the proposition of Mr. E. J. R. Mitchell, seconded by Mr. Owen Hughes, that the committee invited the Shanghai Hockey Club to send a team to Hongkong to play a series of matches.

Mr. Mitchell pointed out that the Shanghai players were very keen on coming down here. Money required to defray expenses, he thought, could be raised in the same way as was done by the Cricket Club. They could also arrange for the holding of a special dinner in honour of the team at the Repulse Day Hotel.

Mr. Mitchell also pointed out that the Shanghai team were very keen on meeting the Indians, the Navy and the Army and their own Club.

It was decided that all details for such an event be left over until after a reply had been received from Shanghai, when a further meeting would be called.

The election of officers for the ensuing year resulted in the following being elected:—Captain, Mr. B. D. Evans; Vice-Captain, Mr. E. J. R. Mitchell; Secretary, Mr. A. Bower; Treasurer, Mr. G. H. Piercy. The committee was re-elected with the addition of Mr. Blacking and Mr. Bower.

The balance sheet, which was adopted, showed that the Club had just paid its way with \$1 to the good. The balance carried forward amounts to \$214.04.

Dealing with a question of a ground for the Club the Chairman said that he attended a meeting of the Recreation Grounds Committee about a month ago and said that the only ground available was the only they already had at the top end of Happy Valley.

Commenting on the state of the ground the Chairman remarked that this ground was full of holes and Mr. Woodward rejoined, with some humour, that perhaps the recent sand and mud which had been washed over the Valley would have filled up the cracks.

It was finally decided that the Chairman should write applying for a playing pitch for the Club on the new King's Park Recreation Ground at Kowloon.

This was all the business before the meeting.

# LAWN TENNIS AT SHANGHAI

## CONCLUSION OF INTERPORT SERIES AND PRESENTATION OF TROPHY.

The last of the Interport games were played yesterday afternoon, reports the A.C. Daily News of the October 4th, S. A. and H. Rumjahn meeting J. Elmore and W. Lok Wei, and Omar Rumjahn contesting the singles with W. Okada. The Hongkong pair were generally superior in the doubles and won without unduly exerting themselves except upon occasion, the final score in their favour reading: 6-4, 7-5, 2-6 and 6-1. In the singles, Omar Rumjahn began in a style which suggested an easy win, going off with a straight lead of five games in the first set. Okada then began to find his form and won half a dozen games in succession. There was a great struggle in the concluding games, the Hongkong youngster eventually winning at 6-4. The second set had a similar result, but the Shanghai player then began to assume the upper-hand, and won the next two sets, effectively using a greater variety of strokes than his opponent, who is essentially a back line man.

Failing light necessitated an end being called to the game at two sets all. For their own satisfaction the players have agreed to replay the game in full this afternoon.

At the conclusion of the games, the players, members of the Association and guests gathered in the Pavilion, where tea was served and the trophy presented to the winning team.

Sir Skinner Turner, President of the Shanghai Lawn Tennis Association, complimented the Rumjahn brothers on their display, and whilst expressing pleasure that Shanghai had won the trophy for the first time, said he had no doubt that in a return Interport at Hongkong the Rumjahn brothers and others would take their toll of Shanghai players. Sir Skinner expressed regret at the absence of the donor of the Cup (Mr. J. H. Taggart), and cordially thanked him for this very handsome gift. He also expressed the thanks of the Association to the other directors of the Shanghai Hotels for having given them the use of the Majestic Hotel court in that very charming garden.

Lady Turner presented the cup to the Captain of the winning team, Mr. John Wade, who in turn thanked Mr. Taggart for the gift and expressed his pleasure that a Shanghai team should be its first winners. It would no doubt stimulate interest in Interport games, and next year he trusted that Shanghai would send a powerful team to Hongkong to retain possession.

Sirdar Rumjahn, Captain of the Hongkong team, in the course of a neat little speech, confessed that the Shanghai team had proved much superior; but, said he, it was unfortunate that two players better than ourselves were unable to come to Shanghai. His brothers and himself being only youngsters, had a great deal to learn about the game and some of these things they had learned in this present series. He thanked the Shanghai players for the friendly and sportsmanlike spirit in which they had played the series, and while regretting very much that Hongkong had not won, promised that the strong contingent mentioned by Mr. Wade would find the Crown Colour hard to beat in the return games. Finally, he thanked the Committee of the Association for the kindness and hospitality extended to them from the moment they landed in Shanghai.

To conclude, Sir Skinner Turner thanked the officials who kindly assisted in the various games.

# CRICKET

The following will represent the H.K.C.C. in a friendly match at Kowloon against the K.C.C. on Saturday, the 13th inst., commencing at 2.15 p.m. sharp:—E. J. R. Mitchell (capt.), R. E. A. Webster, H. Owen Hughes, A. L. Gao, G. R. Moore, F. C. Miller, R. H. Wild, A. V. T. Dean, L. D. McNicoll, E. G. England, A. C. I. Bowker.

# GOLF

The results of Competitions played at Fanning on the 6th, 7th and 8th October were:—Bogey Pool—Won by Mr. A. B. Stewart, 1 down.

Captain's Cup—Qualifying Competition—Winner, E. Grimble, 94-17-77 net.

Winner of Captain's Cup Pool—A. K. Mackenzie, 85-6-79 net.

# BASEBALL

Canton "trimmed" Hongkong at baseball on Saturday to the tune of 19 to 8. The game was a return match for one played in Hongkong sometime ago.

# THE RUSH HOUR.

Say "farewell" to the days that are gone. To the freedom we once enjoyed. No more can we rush and push and crush. No more is our strength employed. To battle and fight with all our might. And carry to death the scars.

We earned when we swore and bit and tore. For our seats in the Peak Tram cars.

Now stuck in a pen, like sheep not men. Corralled like a herd of deer. Like some poor wretch who's doing a stretch.

Controlled like the price of beer. We bend our knees to the powers that be. And muster behind the bars.

To walk sedate, in a humbled state. To our seats in the Peak Tram cars.

O.E.

# COMPANY REPORT.

## OSAKA SHOSHUN KAISHA.

The Report of the Directors of the Osaka Shosen Kaisha for the half year ended June 30th, 1923, contains the following:—

Home Service.—With the recovery of economic conditions, movements of cargo and passengers resumed activity and results were good.

Japan Sea Service.—Owing to the Russian policy of obstruction in regard to Russo-Japanese trade and communications, it became necessary to suspend the Otaru-Vladivostok service. Results obtained in the Tanaga-Vladivostok service were also unfavourable.

Corain Service.—The abolition of customs duties in the middle of this period brought about brisk movements of cargo and good results.

Formosan Service.—Notwithstanding fair shipments of fruits and sugar, the number of passengers carried showed a decrease and the outcome was unfavourable.

China Service.—The political situation in China continued in a disturbed state and, towards the end of the term, the anti-Japanese boycott movement became serious. These causes reacted severely on results obtained on this service.

South Seas Service.—Poor results were obtained owing to sugar shipments being out of season and to the effect of the Chinese boycott on the trade for south sea ports.

Indian Service.—Fair shipments of cargo were obtained on the Bombay run, but owing to the very poor results realised on the Calcutta service outward runs, profits gained did not come up to expectations.

Australian Service.—Although outward cargo was scarce, considerable wool shipments were obtained on the home-ward runs. Business on the whole being fairly good.

South American Service.—Both cargo and emigrant passengers were scarce. Business in consequence being poor.

North American Service.—In spite of increased exports of raw silk, outward shipments fell off owing to the severe competition of foreign steamers. On the home-ward run, imports of both grain and timber were active and a freight conference was arrived at which checked fluctuations in freight rates. Still the profits realised were not so good as expected.

European Service.—At the commencement of this term fair shipments were obtained owing to the employment of newly-built steamers, but from the middle of the period onwards, cargo decreased. On the home-ward runs the French occupation of the Ruhr District and the railway workers strike combined to bring about very bad results.

To sum up the results of our Company's business during the half-year under review, we regret to have to state that although traffic conditions in the adjacent seas showed some improvement for a short while, on the important overseas routes the supply of space exceeded the cargo available and keen competition of foreign steamers prevented our obtaining satisfactory shipments. In consequence the results obtained were unsatisfactory.

Including chartered vessels, the total number of steamers operated by the Company during this term was 143 with a gross tonnage of 443,140, which were allotted to 46 home and foreign services. The total number of passengers carried was 639,956 and the number of separate pieces of cargo shipped was 35,404,086, passenger and cargo receipts combined amounting to Y.31,079,732. Adding to this figure sundry other receipts the gross revenue of the Company for the half year was Y.25,448,488. Deducting therefrom gross expenditure of Y.21,468,270, the net profit realized was Y.4,980,218.

In comparing the above figures with those for the corresponding term of 1922, a reduction of Y.1,006,108 took place in the gross revenue while net profits decreased by Y.1,014,515; as compared with the previous half-year there was increase of Y.609,113 in net profits.

TEN STOWAWAYS FROM MANILA.

The story of how ten Filipinos from Manila evaded the vigilance of the ship's officers on the s.s. "President Taft" until after the liner's arrival in Hongkong, was told yesterday at the Magistrate, by acting Inspector Speare of the Water Police.

Inspector Speare informed the Magistrate (Mr. Melbourne) that it was an unusual case of its kind, as the defendants were not found until after the vessel arrived in Hongkong from Manila. They were discovered in the air space, just below "A" deck and on top of the cabins of "B" deck. It was surmised they got to their hiding place through a grating which covered the passage near the funnel leading to the air space. They must have been there for some considerable time, as the ship arrived in Hongkong on the previous morning and they were not discovered until midnight. An unusual noise in the air space attracted attention and they were discovered.

Inspector Speare said possibly the defendants got to their hiding place with the assistance of some of the crew. Otherwise it would have been very difficult for them to do so.

The defendants admitted the offence and, when asked by the Magistrate where they wanted to go said they wished to go abroad in search of employment, adding that they wanted to make for America. They denied that they had any friends on board.

Sentence of one month's imprisonment in each case was ordered.

# THE LAND BOOM IN HONGKONG.

## A CANTON COMMENT.

The Canton Daily News in an article on this subject says:

As long as unrest prevails in South China money will flow to Hongkong. But there are signs of peace and stability in the near future, and the possibility of the withdrawal of vast sums of money from Hongkong is not at all unlikely.

People must be prepared for surprises in China. However, the return of peace and stability, even with the revival of trade and trade prosperity in South China is indubitably linked up with trade expansion in Hongkong. Thus any fear of a land collapse in Hongkong is readily dismissed. In the meantime, however, money continues to flow to Hongkong with no appreciable abatement and we are safe to conclude that the price of land will continue to curve upwards.

On our part, however, we cannot view this ceaseless flow of money from South China without some measure of foreboding. Capital is extremely sensitive, but the fact that we are still very far away from the limit of exhaustion shows what tenacious confidence our people have in the triumph of right even in troublous times as we have at present. The authorities, however, must not abuse this confidence. They will be wise if they seek diligently to strengthen this confidence. Surely, there can be found men who will be willing to dedicate their lives to the welfare of the people—men who keenly perceive the current of trade and finance, and men who can rise above the inordinate thirst of getting rich quick. The forces that drive out money from South China have been at work long enough and we must assiduously bend all our energies to arrest further depletion. The people on the whole realize the exigencies of the time and appreciate the enormous task of restoring peace and order in the province. They do object, however, to the many leakages and an earnest attempt made to remedy these defects will go far to restore confidence and public approbation.

# THE WATER SUPPLY.

With the year's rainfall already about five inches above the average for the whole year it is not surprising to learn from the monthly water return that all the principal reservoirs are full or overflowing, and it is gratifying to find the outlook for the coming dry season considerably better than appeared likely two months ago. The water stored in the reservoirs supplying the City and Hill District amounts to 2,115 millions gallons, the consumption during the last month of unrestricted supply (May, 1923) was 237 millions; it is probably at least 10 millions a day now. It seems, therefore, that we have about seven months' supply in the reservoirs and this should carry us through to the 1st of May and a little further if allowance is made for the flow of the streams. At Kowloon the storage is 382 million gallons and the month's consumption under fully supply reached 68 million gallons in August; it would probably be somewhat less during the winter months, but on the other hand, allowance has to be made for the supply to the water boats at Lai Chi Kok, particulars of which are not given in the return. Allowing for this it seems there is not more than 5 months' full supply at Kowloon, and restriction will probably have to be resorted to during the winter.

# PICKLES.

## A STRANGE DRINK FOR A THIRTY MAN.

In the absence of his native beverage—a man told Mr. Melbourne, at the Magistrate, yesterday morning, that after a hard night's work on board a ship he was compelled to drink the liquid from a tin of pickles to assuage his thirst.

"Was it right? Was it nice?" queried the Magistrate.

"When one is thirsty anything will do," replied the man.

In further extenuation of the charge of larceny of the said tin of pickles, the man said the tin dropped out of a case of cargo which had been broken in transit. He picked it up and opened it for a drink.

His Worship sentenced the defendant to seven days' imprisonment.

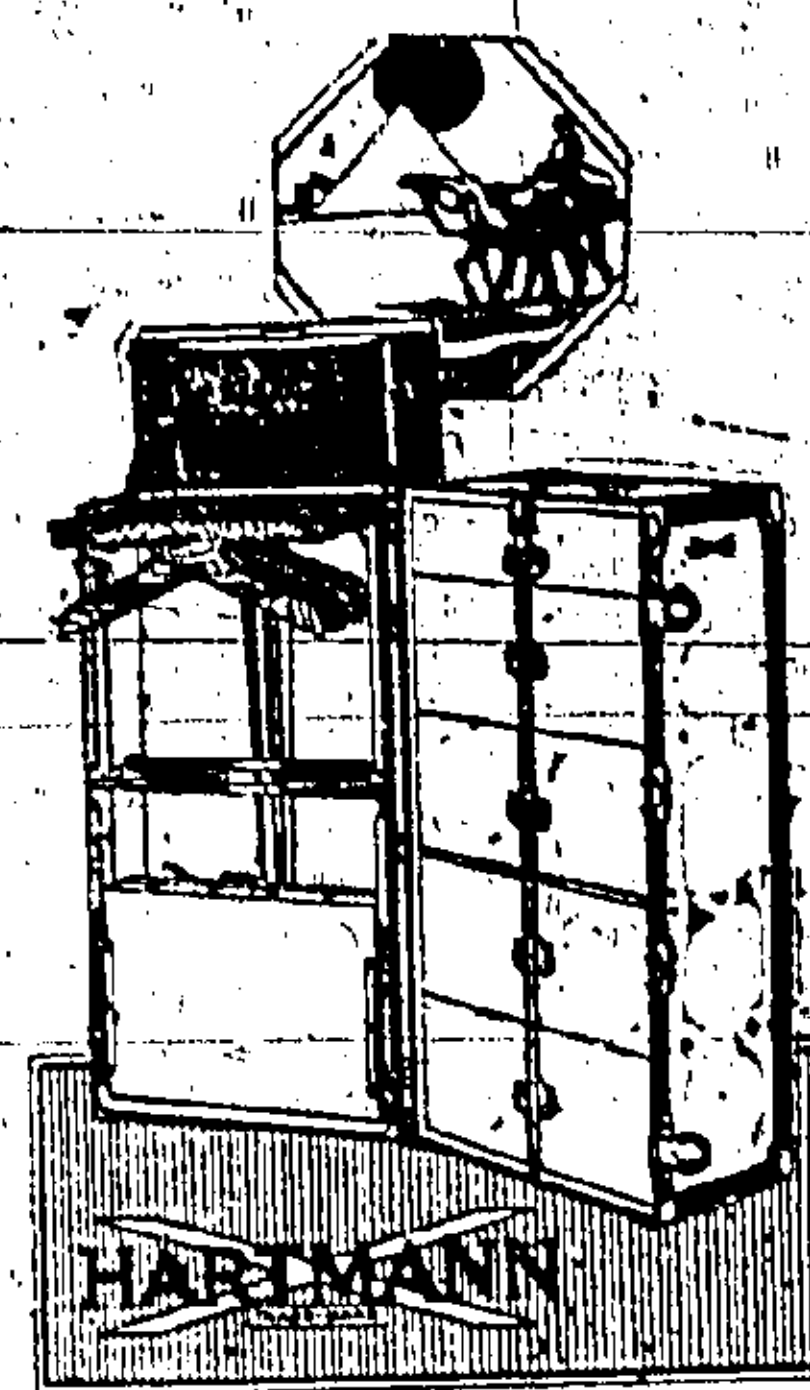
# DERELICT JUNK.

## DANGER TO SHIPPING ON HONG-KONG-HAIPHONG ROUTE.

The master of the s.s. "New Mathilda," which arrived in Hongkong from Haiphong yesterday morning, reports passing a derelict junk in Lat. 20° 23' N. and Long. 106° 55' E. The vessel appears to have capsized, and to be hanging on her anchor; the masts are intact, and in the position she was last seen she constitutes a danger to shipping. She lies direct in the route between Norway, Yeh and Hainan Island, and ships making for Haiphong are advised to keep a watch for her. There was no one found aboard, and a good deal of wreckage is floating in the vicinity.

# CROWN LAND SALE.

A plot of Crown land situated in the Pokfulam Road was sold by auction at the P.W.D. yesterday afternoon. The lot was Rural Building Lot No. 235, having an area of about 35,000 square feet, and an annual rental of \$400. The upset price was \$11,500. Bidding was keen, and there were three or four \$1,000 bids. The lot was eventually knocked down to three Chinese, Chan Yin Yee, Lee Hoi Tung, and Tsang Foo, for the sum of \$27,200.



THE EVIDENT PREFERENCE FOR HARTMANN WARDROBE TRUNKS AMONG EXPERIENCED TRAVELLERS, IS THE RESULT OF EXCLUSIVE CONVENIENCES OF ARRANGEMENT AND SUPERIORITIES OF CONSTRUCTION. WE OFFER A CONVINCING DEMONSTRATION WITHOUT OBLIGATION.

# LANE, CRAWFORD, LTD.

## SOLE AGENTS

### FOR THE SALE OF

# HARTMANN WARDROBE TRUNKS

### IN

## HONGKONG.

# No. 1 EXTRA FINE OLD BRANDY.

## THE "SHARK" BRANDY.

Per bottle, including duty	\$ 2.00
" 1 " " "	1.25
" case	24.00

Bottled by Boutillier, Delauriere & Co.

# LANE, CRAWFORD, LTD.

# "YES! WE HAVE NO BANANAS"

## AND OTHER ENGLISH DANCE RECORDS.

### (ALL NEW PROCESS)

# ANDERSON'S.

# Wm. Powell Ltd.

## "JAEGER"

# GOLF COATS AND SWEATERS

## AFTERNOON GOWNS

# MERIDIAN UNDERWEAR



## NEW ADVERTISEMENTS

**MAGISTRACY.**

**NOTICE IS HEREBY GIVEN**

That a meeting of the Licensing Board will be held on FRIDAY, 11th DAY OF OCTOBER, 1923, at 2.30 p.m., for the purpose of considering applications for Licences, Hotel, Restaurant, and Refreshment Licences, and for the purpose of considering applications for the year 1924 under the Liquor Consolidation Ordinance, 1911.

Forms of Application may be obtained at the Magistrate's Office.

All Applications must be forwarded to the Magistrate's Office on or before WEDNESDAY, 10th DAY OF OCTOBER, 1923, and must be accompanied by a deposit of Eight Dollars.

Applicants for Transfer or New Licences, and persons objecting to such application, must appear in person.

C. WILLSON,  
Secretary to the Licensing Board.  
5th October, 1923.

**IN THE MATTER OF THE COMPANIES ORDINANCES, 1911-1921.**

**IN THE MATTER OF THE HONGKONG HIDE & LEATHER CO., LTD.**  
(In Liquidation).

**PURSUANT** to Section 181 of the Companies Ordinance, 1911, NOTICE IS HEREBY GIVEN that a Meeting of Creditors of the above-named Company will be held at the Offices of Messrs. PEARCE, SMITH, & FLEMING, 5, QUEEN'S ROAD, CENTRAL, HONGKONG, at 12 O'CLOCK NOON, on FRIDAY, 19th OCTOBER, 1923.

At this Meeting the Creditors will be asked to determine whether an application shall be made to the Court for the appointment of any person as Liquidator in the place of or jointly with myself the Liquidator appointed by the Company, or for the appointment of a Committee of Inspection.

NOTICE IS HEREBY GIVEN that the Creditors of the above-named Company are required, on or before the 30th NOVEMBER, 1923, to send in their Names and Addresses, and particulars of their Debts or Claims, and the Names and Addresses of their Solicitors (if any) to SYDNEY HAMPDEN ROSS, of Messrs. PEARCE, SMITH, & FLEMING, the Liquidator of the Company; and if so required, by notice in writing from the said Liquidator, to appear in person or by their Solicitors, to come in and prove their Debts or Claims, at such time and place as shall be specified in such notice, or in default thereof they will be deemed from the benefit of any distribution made before such Debts are proved.

Dated this 9th day of October, 1923.  
S. HAMPDEN ROSS,  
Liquidator.

**WANTED.**

**MESSRS. HEDGER & BUTLER, LTD.,**  
153, Regent Street, London, E.C.1, Established A.D. 1867, Wine Merchants by Appointment to H.M. The King and H.M. The Prince of Wales, wish to appoint an AGENT for the Sale of their Well-known WINES and SPIRITS in Hongkong, and where not represented in China. None but First-class Firms considered. Please give Trade References in the United Kingdom if possible.

**NOTICE TO CONSIGNEES.**

**AMERICAN & ORIENTAL LINE.**

**FROM NEW YORK.**

**THE Steamship**

**"CHALLISTER"**

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 13th Oct., 1923, will be subject to rent.

All Claims against the Steamship must be presented to the Underwriter on or before 21st October, 1923, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 13th October, 1923, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 9th October, 1923. [1403]

**NOTICE TO CONSIGNEES.**

**OCEAN STEAMSHIP CO., LTD.**

**AND**

**CHINA MUTUAL STEAM NAVIGATION CO., LTD.**

**CONSIGNEES** per Company's Steamers "TELESTIAS" and "TALISMAN" are hereby notified that the Cargo will be discharged into Hot's Wharf, Kowloon, where it will be at Consignees' risks and subject to terms and conditions of storage at Hot's Wharf. The Cargo will be ready for delivery from Godowns and after 10th October.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th October, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 10th October, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 9th October, 1923. [1408]

## NEW ADVERTISEMENTS

**PUBLIC AUCTION.**

**PARTICULARS AND CONDITIONS** of the Sale by Public Auction to be held on MONDAY, the 15th day of October, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of EXCELLENT CROWN LAND at Pokfulam in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for a further term of 75 years.

**PARTICULARS OF THE LOT.**

No. of Lot.	Locality.	Boundary Measurements.	Contents.	Annual Rental.	Upset Price.
1	At Pokfulam, North of the Victoria Road, and South of the Victoria Road, and East of the Victoria Road, and West of the Victoria Road.	100 ft. by 100 ft.	100 sq. ft.	100/-	100/-

As per sale plan. [1406]

**PUBLIC AUCTION.**

**PARTICULARS AND CONDITIONS** of the Sale by Public Auction to be held on MONDAY, the 15th day of October, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of EXCELLENT CROWN LAND at Shaukiwan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for a further term of 75 years.

**PARTICULARS OF THE LOT.**

No. of Lot.	Locality.	Boundary Measurements.	Contents.	Annual Rental.	Upset Price.
1	At Shaukiwan, North of the Victoria Road, and South of the Victoria Road, and East of the Victoria Road, and West of the Victoria Road.	100 ft. by 100 ft.	100 sq. ft.	100/-	100/-

As per sale plan. [1407]

**IN THE SUPREME COURT OF HONGKONG.**

**IN BANKRUPTCY No 13 of 1923.**

**Re P. A. LAPICQUE AND COMPANY.**

**TENDERS** are invited up to and including the 15th DAY OF OCTOBER, 1923, for the purchase of the HOUSE and PREMISES known as "THE BLARNEY ESTATE," being Rural Building Lot No. 156, situated on Victoria Road about One and a Half Miles from West Point, also of an adjoining piece of Ground being Rural Building Lot No. 215. The area of both pieces of Ground is 23,067 square feet or thereabouts.

The whole of the above Property will be sold as One Lot.

Rural Building Lot No. 215 is subject to a Building Covenant particulars whereof can be obtained from the Underwriter.

Tenders must be accompanied by a deposit of 10% of the amount of the Tender returnable after decision of the Tender has been made.

Persons to view may be obtained on application to the Underwriter.

The right to accept the highest or any Tender is reserved.

Tenders will be received at the Office of the Underwriter, QUEEN'S ROAD, CENTRAL, HONGKONG, up to the 15th DAY OF OCTOBER, 1923.

WILKINSON & GRIST.  
[1394]

**PUBLIC AUCTION.**

**THE Undersigned have received instructions to put up for Sale by**

**PUBLIC AUCTION,**

**on**

**THURSDAY,**

**the 11th day of October, 1923, at 3 p.m.,**

**at the Auction Rooms of**

**Messrs. LAMBERT BROTHERS,**

**At No. 3, DUNDRELL STREET.**

**The following Property—**

**A DWELLING HOUSE known as**

**No. 5, HILL ROAD, VICTORIA,**

**in the Colony of Hongkong, and situated upon the REMAINING PORTION OF SECTION B OF MARINE LOT No. 169 and the REMAINING PORTION OF SECTION C OF MARINE LOT No. 169. The area of the property is 3,772 square feet and is held for the term of 99 years from 1 June, 1861, subject to the Crown Rents of \$123.75 and \$20.00.**

**Particulars and Conditions of Sale can be obtained at the Auction Rooms or from the Underwriter.**

**Messrs. HASTINGS & HASTINGS, DIENNY & BOWLEY,**

**1381**

**TO LET.**

**OFFICES in UNION BUILDING—One Room on Fifth Floor.**

**Apply**

**UNION INSURANCE SOCIETY OF CANTON, LTD.**

## INTIMATIONS

**NOTICE OF REMOVAL.**

**THE Office of the "HONGKONG DAILY PRESS" has been removed to 11 CHATER ROAD (2nd floor), to which Address all Correspondence should be directed.**

**Hongkong, 10th July, 1923.**

**NOTICE.**

**MR. H. SCHMIDT has been Authorized to Sign our Firm Proclamation.**

**SIEMSEN & CO.**

**1370**

**HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.**

**NOTICE OF CALL.**

**ISSUE OF 95,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH (\$5.00 PAID-UP).**

**NOTICE IS HEREBY GIVEN** that the THIRD CALL of \$2.50 per Share on each of the 95,000 Shares allotted on the 8th DAY OF NOVEMBER, 1922, has been made by the Company, and that such Call will be payable to the Company's Bankers, THE HONGKONG and SHANGHAI BANKING CORPORATION, in Hongkong, on the 15th DAY OF OCTOBER, 1923.

**THE TRANSFER BOOKS** of the Company will be CLOSED from the 8th to 15th October, both days inclusive.

**For and on behalf of the**

**HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.,**

**S. COURTNEY COOK,**

**Secretary.**

**Dated the 21st day of September, 1923.**

**JAPANESE EARTHQUAKE DISASTER.**

**HONGKONG RELIEF FUND.**

**NOTICE.**

**SUBSCRIPTIONS** for the above Fund are open at the following places:—

**HONGKONG GENERAL CHAMBER OF COMMERCE.**

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.**

**MERCHANTS BANK OF INDIA.**

**INTERNATIONAL BANKING CORPORATION.**

**NETHERLANDS TRADING SOCIETY.**

**YOKOHAMA SPECIE BANK.**

**HONGKONG CLUB.**

**Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.**

**By Order,**

**D. K. BLAIR,**

**Secretary.**

**HONGKONG RELIEF COMMITTEE.**

**Hongkong, 10th September, 1923. [1397]**

**LOYAL ORANGE LODGE, No. 802.**

**HOLD** their MONTHLY MEETINGS at the UNION CHURCH HALL, Kennedy Road, the FIRST MONDAY in Each Month.

**PRECEPTORY.**

**The Imperial Grand Black Chapter of the British Commonwealth No. 801, EASTERN STAR, hold their Meetings at the same Hall the SECOND MONDAY of Each Month.**

**Anyone interested should apply at the above Hall.**

**NAVY LEAGUE BALL**

**Under the Patronage of**

**ADMIRAL SIR ARTHUR LEY ESON, K.C.B.**

**(In Aid of War Charities)**

**Will be held at**

**THE CITY HALL,**

**on**

**FRIDAY, 2ND NOVEMBER, 1923,**

**at 8.30 P.M.**

**TICKETS (\$5 each). Obtainable from the LADIES' COMMITTEE, MOUTRIE'S, ANDERSON'S and THE ENGINEER'S INSTITUTE. [1403]**

**THE BEN LINE STEAMERS, LIMITED.**

**From LEITH, ANTWERP, MIDDLESBRO, LONDON & STREATH.**

**The Steamship "BENCLEUCH"**

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 5th October, 1923. [1393]

**PREPAID "WANTED" ADVERTISEMENTS**

**Letters are lying at this Office for**

**Boxes—XL, XS, 850, YL.**

**TO LET—GODOWN, No. 152, Praya East. Apply GARDN, Price & Co., Ltd. [1392]**

**JUST ARRIVED—Cheques, Performers, Numboning Machines, Performers (Cancel and Paid), RAMAY & Co., Resonancefield Arcade. [1393]**

## INTIMATION

**BURNETT'S**

**FINEST LONDON.**

**DRY GIN**

**Unique in Character and Flavour.**

**GIVES THAT DISTINCTIVE EXCELLENCE TO A COCKTAIL.**

**BURNETT'S Gin was a household word in London before most of the men who fought in the big war were born—AND STILL IS**

**SOLE IMPORTERS:**

**A. S. WATSON & CO., LTD.,**

**Wine & Spirit Merchants.**

**Established 81 Years.**

**THE RENT RESTRICTION QUESTION.**

**SOME remarks were made by H.E. THE GOVERNOR of the Straits Settlements, in his Budget speech last week, on Rent Restriction which will not be without interest to many readers in Hongkong. In the Straits the rent restriction provisions, which were introduced as an emergency measure during the war, were abandoned at the end of 1922. His Excellency said he was aware that this decision had caused a certain amount of hardship. "That," he said, "was indeed inevitable, but Government was driven to the conclusion that the only logical and economically sound solution of the Housing Question is to encourage building by private investors now that building costs have been reduced to a reasonable level, and so long as Rent Restriction was maintained there was a strong inducement to investors not to put their money into this form of property. The Housing Question has recently been considered by a small committee and their finding endorsed the view expressed above. The circumstances in Hongkong and Singapore are not altogether analogous. In Singapore the shortage appears to have been caused by a failure during the period of the war to maintain the normal rate of building activity. Here in Hongkong the shortage is due not so much to that cause though it was not an unimportant factor—as to the very large and constant accretion to the population by the influx of refugees who seek here under the British flag protection for their lives and their movable wealth which their own national flag has ceased for the time being to guarantee them."**

**THE RENT RESTRICTION QUESTION.**

**Over thirty new summonses have been taken out against the Shanghai Tramway Co. for allowing overcrowding on the cars. Meanwhile, the Tramway Company have lodged an appeal against the Magistrate's original decision, on which the Company was fined \$10 for overcrowding and failing to post notices in a car announcing, in English and Chinese, the number of passengers to be carried under the regulation.**

**Dr. J. T. Preater, of the Associated Missionary Societies, who has just returned to Shanghai from Europe by the S.S. Siberian route, interviewed by the N.C. Daily News made this reassuring statement: "I would not hesitate to go through with my wife and family. Travelling, of course, is not yet de luxe, but I was only nine days on the journey from Moscow to Harbin. The cost—\$112 (American currency)—is but a few dollars more than in pre-war times."**

**Attracted by the wailing of an infant, a pedestrian recently turned aside into a cemetery outside Hsichimen, one of the principal western gates of Peking, and found a new-born boy wrapped in red silk and with a silken cord about its neck. An envelope attached to the cord contained \$200 in cash and a note asking the finder to use the money for the care of the youngster. The finder was further instructed to appear at a certain place, Wufusu, on July 15th, three years hence, when, the note said, he would meet with good fortune.**

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and no man can venture to predict how long it may be before conditions improve on the mainland to an extent that will induce them to return. The Rent Restriction Ordinance of Hongkong, while it was designed to secure a certain fixity of tenure to the tenant at the rental which he was paying for his house in December, 1920, was at the same time intended to encourage building activity since all property built subsequently to December, 1920, was expressly exempted from the provisions of the Ordinance. If this has not given a stimulus to building we do not know that it can be said that it has had any deterrent effect upon investors. It is conceded that while the Rent Restriction Ordinance has been in force there has been more building activity in evidence in the Colony than ever before. But the supply of houses still falls very far short of the demand. When the Ordinance was last renewed for a third period of twelve months, His Excellency indicated a wish to make this the final renewal, but it is certain that there will be a great popular outcry if it is not renewed next year for a further period. The Housing Commission, in their Report, say: "We are clearly of the opinion that the Rent Ordinance should be continued until such time as the supply of houses meets the demand, and until the state of affairs in the neighbouring provinces of China is sufficiently settled to put an end to the periodical large influxes of Chinese refugees from China to Hongkong. That might mean the retention of the Ordinance on the Statute Book of the Colony for the next ten or twenty years, for we are inclined to believe that it will take much longer to stamp out the present lawlessness in China than it has taken to develop. In any case it is clear that an early abandonment of the Ordinance would inflict great hardship on a very large proportion of the population, and it seems to us that the time for the abandonment of the Rent Restriction Ordinance in Hongkong will not have arrived until the large schemes to which the present shortage of accommodation has given birth have materialised."

**THE CHINESE PRESIDENCY.**

**OPINION IN DIPLOMATIC CIRCLES.**

**LONDON, October 9th.**

The Daily Telegraph Diplomatic Correspondent says opinion widely differ in Diplomatic circles whether Marshal Tseu K'ai will be able to reestablish the authority of the Chinese Government. Too much should not be made of the fact that many votes cast for him were secured by bribery. The correspondent expresses the opinion that the restoration of the Presidency may strengthen the American desire to hold a commission on foreign extra-territorial privileges in China, by the end of the year, which is foreshadowed in the Washington Treaties, even if the result of its labours remain in the academic domain for the present.

**CHINA'S CONSTITUTION COMPLETED.**

**TO BE WRITTEN ON SPECIAL SCROLL OF CLOTH.**

**PEKING, October 8th.**

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**ALLEGED BRUTAL MURDER BY GENDARMERIE CAPTAIN.**

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Interest in the trial is so great that the Court is strongly guarded, while the Counsel are specially attended by gendarmes and plain clothes police.

According to the preliminary report by the Military Judge, which was published this morning, Ougi, his wife and a seven-year-old nephew were arrested on the night of September 12th. While under examination by a gendarme sergeant, Amakasu attacked each in turn and strangled them with the "judo" hold, after which their bodies were thrown down a disused well and their clothes burned.

Enquiries by the friends of the victims, especially the child, as to their whereabouts, led to the discovery of the crime.

Amakasu's defence is that he was prompted by fears for the State if the extremists of Ougi's type were allowed to live. He stated that he killed the child in the belief that he was Ougi's son.

**CAPTURED FOREIGN LADIES.**

**CAPTORS BREAK THROUGH TROOP CORDON.**

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**CORRESPONDENCE.**

**KOWLOON FERRY SERVICE.**

**[To the Editor of the "HONGKONG DAILY PRESS"]**

Sir,—Is it not about time that the Star Ferry Co. recognised the need for a ten minutes' service between 8 p.m. and say 9.10 p.m.? The present quarter of an hour service is inconvenient to many people. Especially is this the case when Kowloon residents going over to Hongkong to the Theatre "miss the 9 o'clock ferry and have to wait a whole quarter of an hour for the next, and incidentally miss part of the performance. I think the management of the Ferry Service studied the need for the quicker service. I suggest the need for it would be recognised.—I am, Sir, Yours, etc., KOWLOON.

**THE RENT RESTRICTION QUESTION.**

**Over thirty new summonses have been taken out against the Shanghai Tramway Co. for allowing overcrowding on the cars. Meanwhile, the Tramway Company have lodged an appeal against the Magistrate's original decision, on which the Company was fined \$10 for overcrowding and failing to post notices in a car announcing, in English and Chinese, the number of passengers to be carried under the regulation.**

**Dr. J. T. Preater, of the Associated Missionary Societies, who has just returned to Shanghai from Europe by the S.S. Siberian route, interviewed by the N.C. Daily News made this reassuring statement: "I would not hesitate to go through with my wife and family. Travelling, of course, is not yet de luxe, but I was only nine days on the journey from Moscow to Harbin. The cost—\$112 (American currency)—is but a few dollars more than in pre-war times."**

**Attracted by the wailing of an infant, a pedestrian recently turned aside into a cemetery outside Hsichimen, one of the principal western gates of Peking, and found a new-born boy wrapped in red silk and with a silken cord about its neck. An envelope attached to the cord contained \$200 in cash and a note asking the finder to use the money for the care of the youngster. The finder was further instructed to appear at a certain place, Wufusu, on July 15th, three years hence, when, the note said, he would meet with good fortune.**

## FAR EASTERN

## NEWS.

**THE CHINESE PRESIDENCY.**

**OPINION IN DIPLOMATIC CIRCLES.**

**LONDON, October 9th.**

The Daily Telegraph Diplomatic Correspondent says opinion widely differ in Diplomatic circles whether Marshal Tseu K'ai will be able to reestablish the authority of the Chinese Government. Too much should not be made of the fact that many votes cast for him were secured by bribery. The correspondent expresses the opinion that the restoration of the Presidency may strengthen the American desire to hold a commission on foreign extra-territorial privileges in China, by the end of the year, which is foreshadowed in the Washington Treaties, even if the result of its labours remain in the academic domain for the present.

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## CABLES.

LATEST CABLES.  
(Through Reuters Agency.)

## DRAMATIC SCENES AT U.S. LABOUR CONGRESS.

## "I WILL MEET YOU AT THE BARRICADES."

PORTLAND, October 8th.

There was a dramatic scene when the American Federation of Labour Congress overwhelmingly voted the expulsion of William Dunne of Butte Central Labour Council, owing to his alleged Communist activities. Dunne, an athletic looking man wearing a blue shirt, picked up his papers saying, "Good-bye, Mr. Chairman and delegates, I will meet you at the barricades."

EARTHQUAKE FILM IN LONDON.

## POLITICAL SITUATION IN GERMANY.

## RED BLOC TO OPPOSE FASCISM.

BERLIN, October 8th.

The Communists have accepted the portfolios of Labour and Education in the Government of Saxony, after negotiations with the Socialists, both parties recognising that the Government of the Reich is powerless against Von Kahr and Hitler, and that the Communists and Socialists must unite determinedly to fight this reaction. Conversations at Leipzig between the Saxon and Thuringian Premiers on the question of forming an alliance of the Central States against Bavarian Fascism have already resulted in recognition of the need for the formation of a Red bloc, accordingly the Communists will also join the Thuringian Government. These developments have caused Herr Stresemann to summon the Premiers of Saxony and Thuringia to Berlin.

A meeting of the Berlin Social Democrats yesterday revealed a split in the party on the subject of participation in the Stresemann Government. The feeling of the meeting was generally hostile towards participation, but a vote was postponed for a fortnight.

## EMERGENCY LAW DRAFT ADOPTED.

BERLIN, October 8th.

The Reichstag has adopted the draft Emergency Law by 46 votes to 17. Bavaria and some of the Prussian provinces opposed the Bill. The new law becomes invalid with a change of Government or in any case on March 31st, 1924. It authorises the Government of the Reich to take whatever measures it considers are necessary or urgent in financial, economic or social matters, and the provisions of the constitution can thereby be disregarded, but the authorisation does not extend to the law regulating working hours. The Reichstag deals with the Bill to-morrow.

## NOTE OF CONFIDENCE IN THE GOVERNMENT.

BERLIN, October 8th.

The Reichstag has passed a vote of confidence in the Government against the vote of the Nationalists, Bavarian Peoples' Party and Communists. A resolution was rejected in favour of the abolition of a state of emergency in the Reich. A Bavarian Socialist motion was carried endorsing the Government's constitutional standpoint with regard to exceptional measures in Bavaria.

## NATIONAL LEADER DEMANDS BREACH WITH FRANCE.

BERLIN, October 8th.

In the Reichstag debate yesterday, Count Von Westar, leader of the Nationalists, demanded that there be a breach of relations with France, with all the consequences. The statement evoked cries of "War!" and hissing from the left. He asserted that the nationalists oppose the Government's emergency law, which the Reichstag has to vote.

IMPERIAL CONFERENCE.  
BRITAIN'S FOREIGN RELATIONS DISCUSSED PRIVATELY.

London, October 8th.

The Imperial Conference met at No. 10, Downing Street this morning. All the Dominion Premiers were present, also Marquess Curzon and two representatives of the Foreign Office. Mr. Baldwin, on behalf of the Government, welcomed Mr. Bruce, Senator Wilson (Minister of Health, Australia), and Sir Lomer Gouin (Minister of Justice, Canada). A discussion of foreign relations was opened by Mr. Mackenzie King, and was continued by Messrs. Bruce and Massey. It is regarded as most unlikely that the speeches will be published. The Conference adjourned at two o'clock until late in the afternoon, when General Smuts was the first speaker.

On the discussion of foreign relations being continued in the afternoon, the Imperial Conference unanimously decided that the whole day's proceedings should be confidential. General Smuts, Mr. O'Higgins and Mr. Warren participated in the discussion. Mr. Peel, Maharajah Alwar and Mr. Sapru spoke on behalf of India. The Conference then adjourned until October 11th.

LONDON, October 8th.

Reuter learns that by statement regarding yesterday's transactions at the Conference will be issued at least until Thursday, when it is understood that Marquess Curzon will reply to the Dominion speakers.

## BRITISH SHIPBUILDING RETURNS.

## A BIG DECREASE LAST QUARTER.

LONDON, October 8th.

A big decrease in British shipbuilding is shown by Lloyd's Register for the quarter ended September 30th, when 1,271,000 tons were under construction in Great Britain and Ireland, being a decrease of 17,000 tons as compared with the quarter ending on June 30th, and 216,000 as compared with the corresponding period a year ago. Moreover, the total includes 212,000 tons on which work has been suspended for a long time or is in abeyance owing to the shipyard dispute. Thus the tonnage actually being constructed is only 1,059,000, which is the lowest on record for nearly 14 years.

The tonnage launched during the quarter was 66,000, compared with 229,000 during the second quarter of the year, and only 20 vessels, of a tonnage of 111,000, were commenced, compared with 17 vessels with a tonnage of 211,000 for the June quarter.

The tonnage actually under construction abroad is 1,024,000, being a decrease of 50,000 compared with June 30th.

## "HALFPENNY A MILE FLYING."

## THE MOTOR-CYCLE OUTDOXE.

LONDON, October 8th.

What the papers describe as "half-penny a mile flying" is being tested at Lympne this week. Fourteen British, two Belgian and two French machines, with an engine-power limited to seven and a half, some purchasable at only two hundred sterling, and mounted by famous pilots, are competing for various prizes for speed, altitude and distance. The principal prize is the Duke of Sutherland's £300 for the longest flight of a minimum of fifty miles on a gallon of petrol. The conditions for the start were ideal. Six machines this morning easily exceeded the fifty miles on a gallon minimum. Gustly winds this afternoon ended the flying.

## RUHR COAL DELIVERIES.

Paris, October 8th.

A message from Dusseldorf states that an agreement has been reached between the Inter-Allied Rhine Commission and the Phoenix and Rheinische Stahlwerke Companies, who produce nearly ten per cent of the Ruhr output, that deliveries of coal shall resume immediately under the Reparations Commission's conditions. Taxes will be paid on the coal not delivered since the occupation.

## DAIRY DELEGATES GET DEGREES.

SYRACUSE, October 8th.

The University of Syracuse has conferred degrees on ten foreign delegates to the World's Dairy Congress, including the Doctorate of Science of Mr. Masoyashita, of Japan.

## EARTHQUAKE FILM IN LONDON.

TO BE SHOWN ALL OVER ENGLAND.

LONDON, October 8th.

A two thousand foot film of the Japanese earthquake was shown in London to a small private audience, including the Japanese Ambassador. The film was taken in Tokyo, left Yokohama on September 12th, arrived at Victoria, British Columbia, on September 21st, was taken to Chicago by aeroplane, arrived in New York on September 25th, and reached England aboard the *Leviathan* last Saturday. The Japanese Ambassador, subsequently thanked the directors of the film concerned, and said he was of the opinion that they had performed a public service, enabling the people to see what the earthquake had been like. Sir Edward Hoyle said the picture showed that the disaster could not be exaggerated, and emphasised the need for supporting the Lord Mayor's relief fund. The picture will now be shown all over the country.

LATEST CABLES.

## HOME FOOTBALL.

STAMFORD BRIDGE, October 8th.

In a match for the Football Association Charity Shield the Professionals defeated the Amateurs by 2 goals to nil.

## OBITUARY.

## GENERAL SIR HERBERT COX.

LONDON, October 8th.

The death is announced of General Sir Herbert V. Cox, K.C.B., K.C.M.G., C.B. Sir Herbert Cox was Secretary to the Military Department in India since 1916. He joined the Indian Army 1883; commanded the 3rd Infantry Brigade R. Pindi 1912-14; served in the Afghan War 1879-80; Khyber-Land Forces (medal); Burmah War 1885-89; at taking of Minbia Fort and Mandalay (despatches, medal and two clasps); North West Frontier 1897; Mohmand Expedition (despatches, medal and clasp); Tirah 1907-08 (clasp); Buner (clasp); China 1901-02 (medal and clasp). Deceased was in his 64th year.

## DANCING ISLANDS.

## CURIOSITIES OF THE PACIFIC.

Sir Walter Davidson opened the Sydney sessions of the Pan-Pacific Science Congress on August 24th. Dr. Haddon, the Cambridge anthropologist, said that the original Tasmanian natives walked from Asia before the last glaciation of the region, the Australians walking later. A reply to the Tasmanians and Australians a dirty trick by isolating them and not providing cereals and useful animals. Who could ride a kangaroo or milk a wallaby? On the other hand, waves of migration had spread through Melanesia into Polynesia.

Professor Andrews, the Australian geologist, secretary of the congress, said that off the Philippines was the greatest depression yet found in the earth, the water being 30,000 feet deep. The Pacific was ringed round by the earthquake zone and volcanic belt. Some of the Pacific islands, Wallis and Loyalty, are hobbling up and down, while New Caledonia has been stable for ages. Towards the centre of the ocean the islands all did a kind of step dance. The Pacific Ocean had been a unit for possibly 1,000,000,000 years.

Dr. Ozeki, the Japanese seismologist, pleading for a closer study of the habits of volcanoes, earthquakes and earthquakes waves, described earthquake waves as sweeping under the Pacific from Japan to the coasts of North America in twelve hours and to South America in twenty-four.

Professor Perry, of Manchester, said that Australian aboriginal culture was under 5,000 years old, and was derived from outside; stone instruments, burial customs, and other examples were found elsewhere. The boomerang was not an Australian invention but was found in the New Hebrides and India, and its prototype is Egyptian.

## WORLD THEATRE.

## "A TALE OF TWO CITIES."

The acme of self-sacrifice is depicted in "A Tale of Two Cities." Wm. Fox's picturisation of the immortal Dickens masterpiece. A dissipated, ne'er-do-well lawyer's clerk gives his life to save the life of his rival in love. The first performance of the photo-drama takes place to-day (Wednesday) and will be repeated up to Saturday at the World Theatre. Crowded houses are expected for such an attractive feature. Wm. Farnum, who plays a double role, is still America's favourite and an unflinching drawing card. The double-barrelled characterization calls out the best in this great actor, and he does full justice to the novelist's great story. This magnificent drama, written by the well-known English novelist, Charles Dickens, is one that should not be missed.

Presiding at the meeting of the governors of the Lady Margaret (Furness) Hospital, on August 22nd, Dr. J. Oldfield stated that since its foundation in 1903 no child, or few had been used in the delivery of other patients on staff, and in view of the results obtained he urged other hospitals to use more fruits, vegetables, and salad and less meat in their dietaries.

THE "GORJISTAN" CASE.  
JUDGMENT IN FAVOUR OF CAPTAIN WATSON.

His Honour the Puisne Judge (Mr. Justice Gompertz) gave a lengthy judgment in the case of Captain Watson v. H. M. H. Nemaze, yesterday, in the Summary Court.

His Honour said: This is a claim for damages for wrongful dismissal. Plaintiff, who is a master mariner, was in command of the steamship *Gorjistan* of which the defendant is the owner. On the 4th September last the defendant, by his representative, Mr. Mahomed Nemaze, gave the plaintiff oral notice that he was dismissed. The defendant claims to be entitled under the contract in the Articles to discharge the plaintiff at 24 hours' notice.

In my opinion he has no such right. This special contract in the Articles is made between the master as representing the owner and the rest of the ship's company. There is no such contract here between the master and the owner.

Then it is argued that if there is no express contract, there must be an implied contract to that effect between master and owner. Here again the argument fails.

There is an essential difference in status between the master of a ship and his ship's company. Various duties are cast upon him by law—he has responsibilities and powers which are not shared by his officers. It is impossible to imply against him a power of summary dismissal reserved to the owner by express contract with the rest of the crew. It is, I think, well settled that some notice that is reasonable notice is to be implied as a term of such contract or hiring as this. The case of *Green v. Wright*, 1 C.P.D. 301, shows how in the absence of a clear contract to that effect the Courts lean against a power of summary dismissal. This case has been followed more than once in this Court—and judges, sitting as a jury have held three months' notice a reasonable notice in the case of the master of a ship.

In the alternative the defendant contends that he was entitled to dismiss the plaintiff without notice owing to his negligence and want of skill. The case was brought on at short notice by agreement of the parties. No written particulars have been furnished, but the defendant gives evidence of various matters which he says justify dismissal.

Some of those can be summarily disposed of. The allegation of failure by the plaintiff to maintain proper discipline among his officers is entirely unsupported by evidence and need not be further considered. The allegation that the plaintiff disobeyed the orders of the owner in the engagement of a ship's steward is disposed of by his evidence. Another man, the old steward, had been already signed on before the order reached the plaintiff.

The next charge against the plaintiff is that he ordered certain covering for discharge pipes to be made for the ship without the authority of the owner, and that, in so doing he incurred unnecessary expense. The plaintiff's explanation is that he pointed out the necessity for these covers to the owner who referred him to Captain Mercer, then acting as Marine Superintendent. Captain Mercer agreed that they were necessary. The plaintiff had them made (1) of iron and (2) in Batavia for reasons which he gives. The work was done in November 1922. The bill did not reach the owner till March 1923. The defendant says (1) that the covers should have been temporary structures of wood, and (2) that in any case the work should have been done in Hongkong where rates are lower. I agree that the master should have been reported earlier by the master. The defendant warned the plaintiff in March that he had exceeded his authority and cautioned him, but the matter went no further.

It is unnecessary to go into the merits of the case as in my opinion any breach of duty there may have been has been condoned by the defendant.

The next point for the defendant is that from the middle of 1921 to the end of 1922, while the plaintiff was either 1st officer or master of the *Gorjistan*, that vessel lost four anchors in various ports. The plaintiff replied that in only one case was he on anchor duty, and in that case the loss was due to defective gear. It seems to me that it is impossible at this distance of time and without fuller knowledge of the circumstances to come to a finding of negligence or unseaworthiness on the part of the plaintiff. I am confirmed in this opinion by Lieutenant-Commander Hake, R.N.R., of the Harbour Office, whom the parties have agreed upon as Assessor and who has been sitting with me. In any event, if there was fault in the plaintiff, it has long ago been condoned by the owners. It is significant that plaintiff was promoted from 1st Officer to command of the ship after two anchors had been lost.

The next matter of reproach is that in June, 1923, the vessel touched the bar on entering the port of Swatow. The plaintiff explains that no damage was done, that the vessel was loaded as is customary in that trade, that she was in charge of a local pilot who knew her draught and would not have taken her in, when he did, had he not believed there was sufficient water. The plaintiff adds that the Swatow bar is a notoriously tricky and uncertain place.

My Assessor advises, and I concur in his opinion, that there is nothing here to show negligence or want of skill. Here, again, I think condonation comes in.

The next charge relates to a collision in Swatow harbour by which the vessel suffered damage to some of her plates. The plaintiff's account of this is as follows: On June 12th, 1923, the vessel was due to leave for Hongkong. No pilot was available that day. The vessel was short of coal and water—she had just enough of both to reach Hongkong. No coal was obtainable in Swatow. Three boilers were leaking badly. The plaintiff had no definite instructions not to come out without a pilot. He had been eight times in Swatow.

The vessel was very light and after she weighed anchor, while swinging, a strong current set her down on another vessel. The damage was trifling and the vessel proceeded on her voyage.

On these facts I put two questions to my Assessor:

(1) Was the plaintiff negligent in leaving Swatow without a pilot?

Answer: No. In the absence of definite instructions not to leave without a pilot, I consider that the plaintiff acted reasonably and in the interests of the owner. Being light, she would have no trouble with the bar.

(2) In all the circumstances, is the fact that the collision occurred definitely proof of negligence or unskillfulness on the part of the plaintiff?

Answer: On the information available there is no such proof.

I concur with my Assessor on both these points.

One further matter requires mention: Mr. Nemaze states that the plaintiff, reporting the damage, pointed out that by his action the vessel saved a day—and saved also pilorage, and that the plaintiff offered to make up the balance of the damage himself.

I think that something of the kind was said, but it was not, I think, intended to be taken as a concession, nor was it taken as such. It has been acted on. I am unable to find any definite admission of negligence or unskillfulness by the plaintiff.

In my opinion I think that here again there was any fault there was also condonation.

The next charge is of not reporting to the Harbour Office of the presence of passengers on the ship.

This is an offence against the law of the Colony, for which the plaintiff was fined by the Marine Department. The plaintiff states that the charterer was on board with two companions, and that he personally was not aware that the charter party had expired. It was not suggested to plaintiff in cross-examination that he had profited by the presence of the passengers on board.

Undoubtedly, he should have reported to his owners. But here again I find that any offence against the owners had been condoned.

The next complaint relates to the absence of the plaintiff from the vessel on August 20th, when the red typhoon signal had been hoisted.

The plaintiff's explanation is that he was suffering from dysentery and went on shore for treatment. He waited on shore to receive an injection and, having received one, returned to the ship at 10 p.m. The black signal was not hoisted till 3.35 a.m. next day.

I agree with my Assessor, who advises that the plaintiff acted not unreasonably and with due regard to the safety of the ship.

The point was further made that when Mr. Nemaze went on board the vessel her hatches, scuttles and cargo doors were all open.

Now it appears that the master left the ship before the red signal was hoisted. The *Gorjistan* would come out of dry dock with everything open.

My Assessor advises me that there was no reason why the master before leaving the ship should order the hatches to be closed. He had the right to suppose that the chief officer, who was in charge, would do what was necessary for the safety of the vessel. On this advice I concur.

My finding then on the facts as a whole is that the defendant has made out no case for the summary dismissal of the plaintiff.

I have not forgotten that a train of actions, each in itself of no very serious importance, may in the aggregate by cumulative effect establish the position of a servant for his employment. But this is not the case here. Nothing of which the employer can reasonably complain took place after June. The real determining cause of the dismissal is to be found in what took place on September 4th.

It appears that on September 2nd the ship came into harbour. Mr. Mohamed Nemaze came on board. On September 3rd the plaintiff went to the office and presented for signature a cheque for the pay of the crew. Mr. Nemaze told him to wait. (I may say that in this judgment throughout when I refer to anything done by the defendant, I mean done by Mr. Mohamed Nemaze, who has apparently represented the defendant throughout.) The plaintiff did not get any money, and ultimately he returned to the vessel. At about 5.30 p.m. a Captain Adams came on board and informed the plaintiff that his (Adams's) name was on the register as master, instead of the plaintiff's. The plaintiff asked what this meant, and Adams replied that the office had told him that the plaintiff knew all about it. The plaintiff then opened a letter which had been handed to him by a clerk in the office, and which had remained in his pocket until then.

The letter read as follows:—

"Hongkong, 3rd Sept., 1923. To Captain Watson, *Gorjistan*. Dear Sir,—I am instructed by Mr. Nemaze to suspend you from command for the time being.—Yours faithfully, (Sd.) H. M. H. Nemaze."

An hour later the plaintiff went on shore and proceeded to the office. Mr. Nemaze was not in. Next morning the plaintiff went again and was on the landing when Mr. Nemaze arrived. The plaintiff asked if he could see him, and Mr. Nemaze said "yes."

The plaintiff then followed Mr. Nemaze into the office. There is some difference in the accounts of what exactly took place there. But the salient facts, as I find them, are as follows:—

The plaintiff asked Mr. Nemaze, perfectly properly and in a respectful manner, what was the meaning of the suspension—was it with pay or without? Mr. Nemaze did not answer this question—he either ignored it or he requested the plaintiff to wait. The plaintiff repeated the question, still with perfect civility, but no explanation was given him. He then repeated his question several times, ultimately, as Mr. Nemaze says, raising his voice in a disrespectful manner and demanding a definite answer.

Mr. Nemaze says:—I intended to transfer him to another vessel. But when he insisted on a reply, I said: "You were not dismissed before, but you are now."

Now, in my opinion, the plaintiff was entitled to a definite reply to his question.

Neither on the 2nd or 3rd September had he been told that suspension was coming or what effect it would have. The letter is silent on the question of pay. The plaintiff had gone up into the office on Mr. Nemaze's invitation. I see no reason why he should not have been informed in answer to his question, how matters stood.

Suspension without pay would have put him in a serious position, which might last indefinitely. There was no reason why he should acquiesce in such an unsatisfactory situation. I am not surprised that ultimately he raised his voice and insisted on a definite decision.

Mr. Nemaze has stated quite frankly that he believed himself entitled to dismiss the plaintiff at any time on 24 hours' notice. This, I think, gives the key to his demarcation, for he is not, as I should say, a man in any way lacking in courtesy. That he treated the plaintiff on this occasion with something less than the consideration due to him is, I think, entirely due to his misinterpretation of his legal relations. It is clear that in the end both men lost their temper, but for this I do not blame the plaintiff.

Mr. Nemaze states that he had not intended to get rid of the plaintiff. But if he was content to retain his services it is clear that he did not suppose that the plaintiff merited dismissal. It appears that the Seamen's Union had requested that the plaintiff should be dismissed. No doubt Mr. Nemaze intended to consider their request, but he did not explain this in any way.

I am clear that nothing that took place on September 4th justified summary dismissal, and I give judgment, therefore, in plaintiff's favour for claim and costs. It follows from my findings that the counter-claim is dismissed, with costs.

## STATE'S WASTE.

## LADY ASKWITH AND THE CANTEENS REPORT.

Lady Askwith, vice-president of the National Citizens' Union, writes to the Daily Mail with reference to the report of the Select Committee on Navy and Army Canteens that the following points strike the ordinary person:—

1. That very grave conclusions were come to and words implying serious blame were used by the Committee, and that no action has yet been taken upon them.

2. That public money has again been handled in a way which is complimentary to describe as careless.

3. That these or us who do not approve, and especially the women, who are the housekeepers of the nation, must urge action upon the Government.

Lady Askwith proceeds:—

The Army and Navy Board appointed a buyer, who had no expert knowledge of the commodities he was called upon to deal in, paid him by commission, and gave him power to buy for £750,000 and upwards. Under these circumstances we can but be thankful that in six months he spent only £300,000, and it was but natural that the greater proportion of his purchases should become "surplus to requirements."

SOLD TO OFFICIALS. Lady Askwith calls attention to the statement in the report that goods were sold at low prices to officials of the board who were friends of the persons who disposed of the property. She instances the following deals:—

Over 16 million cigarettes were sold for less than the duty paid on them.

Sago was sold at £23 per ton, when the market price was £25.

Soles were sold at 7s. a dozen pairs. Two months later the board bought more soles of slightly better quality at 23s. 6d. per dozen pairs.

Another purchase from the Board, including gymnasium vests, Quaker oats, sausages, candles, and cigars, was sold at a profit of 20 per cent.

It is idle to pretend, Lady Askwith says, that public money is even now handled as carefully as it was before the war.

We do not like the enormous expenses of the International Labour Bureau, or the continued existence of the Publicity Department of the Government. We are tired of other people thinking in millions and our having to scrape in sixpences. We intend to help and urge the Government to eliminate waste from all the public services.

I hope that in the autumn my union, and other organisations, who are of our mind, will be able to strengthen the Government in its determination to regain effective control of the spending of public money.



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### EX-KAISER'S MENTALITY. MR. ASQUITH'S BOOK.

In bringing to a conclusion in the *Sunday Times* the series of excerpts that have been appearing in that journal from his forthcoming book, "The Genesis of the War," Mr. Asquith gives a study of the personality and mentality of the ex-Kaiser. Mr. Asquith does not regard the ex-Kaiser's book, "My Memories," as a serious contribution to history, though it has a value of its own from the light that it throws upon an interesting and complex character. Mr. Asquith's own summary of this is:

William II. if he had been born in a private station, had natural endowments which might have carried him far. His danger even then would have been a restless versatility of both mind and character and a lack of the power and the will to concentrate, which in the long run makes the difference between the amateur and the expert. His very gift, in the environment by which he was encircled, to quote a once famous line of a now-forgotten Victorian poet—came to nothing more than a zigzag streak of lightning in the brain.

To the memory of the Emperor Frederick, the former Prime Minister pays worthy tribute as that of "the most blameless and liberal-minded figure in the annals of the Hohenzollern dynasty." Through his father, the Emperor, William came to the throne on a dazzling height of irresponsible power. Bismarck and Moltke had secured for the old Kingdom of Prussia the Imperial Crown of a new and united Germany. France for the time being was out of action. From the Hapsburg monarchy there was no longer danger, and, indeed, it had become the docile and subservient friend. England sat remote in seclusion as far as the United States of America.

"At first, and, indeed, for a long time, all appeared to go well. The new Kaiser, with his devotion, which never failed or flagged, to the cares and labours of his office, his many-sided interests, his insatiable curiosity, his ceaseless itineraries, his demagogic turn for rhetoric of the picturesque and Asiatic type, his unshakable faith in the divine mission of the Hohenzollerns and the future of the Fatherland, soon became the most interesting and the best-advised figure in the Continental world. This was a situation so dizzy in its altitudes, actual and potential, and so intoxicating in its atmosphere, that it might well have turned any but an exceptionally sturdy head. A still more giddy eminence proved too much even for Napoleon, and William II. was not a Napoleon, nor even a Frederick the Great. To a man of his up-bringing and temperament the allurements were fatal; he lost, and never afterwards recovered, his balance."

#### "THE DAILY TELEGRAPH" INTERVIEW.

What Mr. Asquith happily calls "the depths of spiritual ineptitude" into which the Kaiser could fall was strikingly demonstrated in his famous outburst at Konigsberg in 1910 when he declared himself to be "the instrument of the Lord." "Sad stuff, at once ludicrous and nauseating, from the lips of a man of 50," comments Mr. Asquith. But, as Mr. Asquith proceeds to show, the evidence is overwhelming that the Kaiser was rarely allowed to see or know the truth about himself.

A shrewd observer, the Austrian Count Czernin, happened to meet him at almost the only time in his reign when he was for the moment genuinely and almost universally unpopular—at any rate, in Berlin. It was in the autumn of 1918, in the hubbub created by *The Daily Telegraph* interview, when he had been publicly humiliated in the Reichstag by his Chancellor, Prince Max. "I felt," says Count Czernin, "that in William II. I saw a man who, for the first time in his life, with horror-stricken eyes, looked upon the world as it really was. He saw brutal reality in close proximity. For the first time in his life, perhaps, he felt his position on his throne to be a little insecure. He forgot his lesson too quickly. Had the German people often treated the German Emperor as they did then it might have cured him." And in the end "he succumbed to the fatal lot that awaits men who feel the earth recede from under their feet, and who begin to believe in their Divine semblance."

The Kaiser was a poor judge of men; neither happy in the choice of his advisers nor constant to those he had chosen. Occasionally he would give a certain amount of confidence to independent outsiders of the type of Herr Ballin, who was one of the last to see him before the final catastrophe, and who records that he found him, "as usual, very much misinformed." Mr. Asquith deals with that section of the Royal memoirs which deal with the abdication; a step taken by the broken potentate on the advice of Hindenburg. Mr. Asquith's concluding comments are:

He discusses one after another the alternatives which were open to him, and gives his reasons for rejecting them all. What were they? To go with some regiment to the front, hurt himself with it upon the enemy, and seek death in some last attack. This, he points out, would have delayed, and perhaps prevented, the armistice, already in course of negotiation, and meant the "useless sacrifice of the lives of many soldiers."

To return home at the head of the army. "But a peaceful return was no longer possible; the rebels had already seized the Rhine bridges and other important points in the rear of the army. Certainly I could have forced my way back at the head of loyal troops taken from the fighting front, but by so doing I should have put the finishing touch to Germany's Collapse. Civil war would have ensued. Others say that the Emperor should have killed himself. That was made impossible by my firm Christian beliefs, and would (Continued at foot of next column.)



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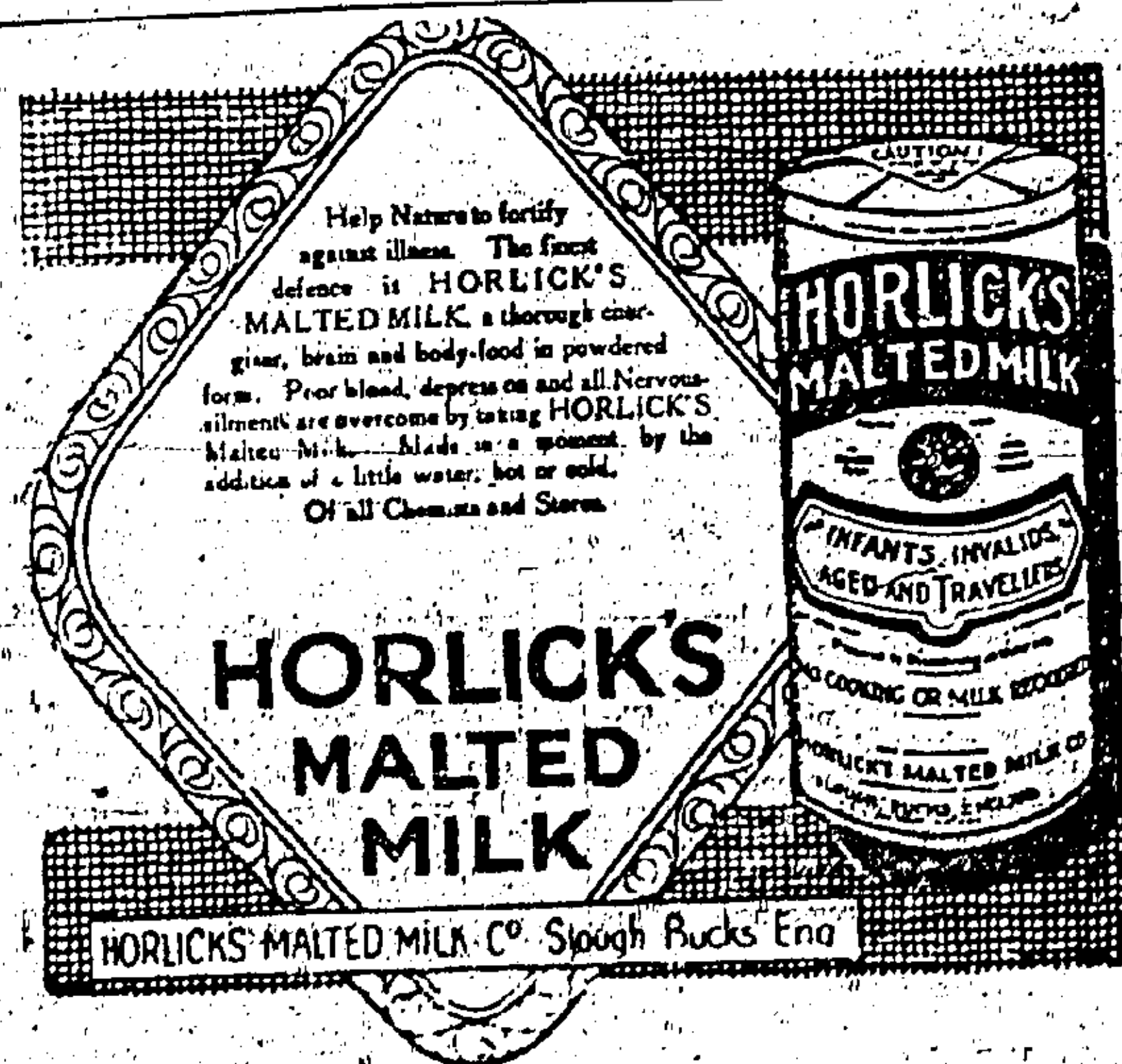
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"OUDEKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	5th Dec.

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### CURIOUS BIGAMY PROBLEM. MAGISTRATE AND EVIDENCE OF DEATH.

"I shall commit defendants for trial on their own recognisances, and the judge will deal with the legal point," said Mr. Forbes Lankester at the West London Police Court, when Lizzy Cruse, 42, married, of 37, Trevelton Street, Notting Hill, was charged on remand with bigamously marrying Frank Edward Fenner, 39, a clerk, of Brunley Road, Notting Hill, at the Registrar's office, Kensington, on February 10th, 1919. Fenner was charged with aiding and abetting.

The only evidence available of the lawful marriage was that of the husband, Henry Samuel Cruse, who at the first hearing expressed disinclination to give evidence which, he said, might be detrimental to his wife. At the resumed hearing, however, he agreed to go into the witness-box. He stated that in May, 1901, he was married to the female defendant. They were parted from each other for several years. In 1914 he joined the Army. "Probably she thought I was dead," added witness, "because in 1915 I was reported missing." Witness said he did not see his wife again until December last year.

Mr. Lankester: When you returned to her in December she seemed surprised to see you?—Yes, very. Witness said that his wife said she thought he was dead, as he was reported missing in 1915. He had never communicated with his wife, and had not seen her for over eleven years. He had been living with her since last December.

Mr. Lankester: I should say it is doubtful if Fenner can be convicted of aiding and abetting. Probably the woman told him her husband was dead.

Detective-sergeant Porter said that, when arrested, Fenner said, "I married her because I heard Cruse had died. I intended to come forward and have the case cleared up, but as they were getting on quite comfortably I thought I would let the matter drop."

Mr. Lankester: It is an interesting point what is evidence of death. If a soldier is reported killed that is good enough, and I should think that if a soldier has been reported missing for a year that is presumptive evidence of death. I do not know if there are any decisions to that effect, but if not I think a decision ought to be given.

### ABSENT-MINDED LONDON.

WHAT CITIZENS LOSE WHEN TRAVELLING.

Londoners, in the opinion of Scotland Yard, are the most absent-minded people in the world. "Every day the Yard's lost-property office is becoming more and more congested with such a medley of articles as could only be matched by the contents of a pawnbroker's storehouse. When a reporter called there, he found it crammed with overcoats, raincoats, hats, handbags, purses full of money and notes, cameras, vacuum flasks, handbags, suitcases—and even portmanteaux packed with holiday outfits! There were countless walking-sticks, parasols, and umbrellas, stacked on tiers of wide shelves from floor to ceiling.

"We get, on an average, about 150 walking-sticks and umbrellas brought in every day," said one of the officers on duty. "Judging from the number of things brought here, people are becoming terribly careless. These never were so many things lost as there are nowadays."

Most of the articles which find their way to the lost-property department are delivered by taxi-drivers. It is deduced that the majority of people who use taxicabs are in a hurry and are thinking of something to be done at the end of the journey; therefore, they are likely to be more absent-minded than people who travel on tramway, car or omnibuses.

It is found that few things are left in tramway-cars, but many are collected by omnibus conductors.

An extraordinarily large number of handbags and travelling rugs are lost during every holiday rush from London. In many instances suitcases have been left on the tops of taxicabs when their owners have made a dash for a train on reaching the station. Thousands of parcels are left behind every month in Underground trains—generally by passengers who become absorbed in a book on their journey.

But such is the honesty of London's taxicab drivers, omnibus, tramway-car and train conductors, that one may generally count on recovering a lost article at the Yard's lost-property office—on payment of 2s. 6d. in the £ of its value, which is handed over as a reward to the finder. At the same time it may be regarded as a fine for the offence of carelessness!

### 90 STAMPS ON A LETTER.

QUESTIONS AT REVENUE POST OFFICES.

Letters posted in Berlin last month recalled Futurist pictures, because of the variety of stamps which it is necessary to use.

Postage rates were raised suddenly to 20 times the previous day's figures, so that instead of 5,000 marks on a foreign letter one had to put 100,000.

The German Post Office, however, had omitted to prepare the new stamps in time. The result that hundreds of clerks were lining up in all the post offices of Berlin, trying to get new stamps.

As these had not been printed the residue stamps of the lower denominations have to be used, with the result that in many cases foreign letters bore as many as 80 stamps of 1,000 marks each. Many letters after having been thus stamped were found to be overweight, and thus to require 30 more stamps.

### THE PRINCE IN CANADA. LIFE ON A RANCH.

A Rancher writing in a London paper

There is a freedom of life about a ranch that can be found nowhere else, and the Prince is drawn to it as he is to no other place in our Empire because no other place can give it to him.

In Africa and Asiatic sports you never get away from people; even the humblest commoner must go about with a retinue of servants of all sorts, and a prince moves with an army of them. "Dusky heads with silken turbans, wreathed." But on a Canadian ranch there are no people. Servants are difficult to procure even in the remotest cities; they do not exist in the west, and therefore life has been simplified and adapted to these conditions. A small party can be very much to itself, unaccompanied, unjostled, undisturbed. A cook is all that is required; otherwise too many hours of the day are taken up with preparing food and washing up.

But small parties of cowpunchers can dispense even with him. The outfit of horsemen, pack mules, and spare horses arrives at dusk at the camping ground, and in twenty minutes the simple supper is ready at the camp fire.

Many people who have spent their lives big game hunting all over the world declare there is no sport like the ordinary work of a ranch.

The Prince will arrive there for the autumn "round up." The buyer has even the manager—the foreman—his outfit of three-year-olds—he can deliver, and the bargain has been struck with the buyer. The "outfit" starts to "round them up." The Prince's ranch is on the foothills, and these are now searched by the "outfit," the "cowpunchers," each with a dozen horses; the "horse wrangler," who guards the grazing herd of horses; and that most important personage, the cook. The foreman commands the outfit, and even the owners when on the round up with absolute power, and he will even give the Prince instructions.

At the point of dawn the Prince will wake at the clatter of the horses being brought into camp, the cook is already cooking breakfast, and before the sun is up he will be riding away by himself.

His duty is to detect all cattle and drive them in one direction to which all the other hands are driving them, scattered over miles of country.

Some time during the day the herd thus formed will be sorted out. This will go on all day till it is dark, and after anything from 12 to 17 hours in the saddle the Prince will drop like a log on to his camp bed.

### DIGGING THE CHANNEL TUNNEL.

The difficulty in the way of making the Channel tunnel, which has so long been discussed, is not in digging the tunnel, but in getting rid of the material which would have to be dug out.

This is explained by Sir Percy Tempest, in a report of a meeting of the Channel Tunnel Parliamentary Committee, at which he described experiments with a new excavating machine, designed for digging the tunnel.

Baron Emile d'Erlanger, chairman of the Channel Tunnel Company, said that the work would cost £25,000,000, but the British people would only have to find one-half of this sum. The French Channel Company was willing to find the other half, so soon as permission to bore the tunnel was given by the British Government.

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MANILA	"MINGSANG"	Friday	18th Oct. 2 p.m.
TIENTSIN	"CHIPSANG"	Saturday	19th Oct. Noon
HAIPHONG via HOIHOW	"LOKSANG"	Saturday	19th Oct. 10 a.m.
ROBE via MOJI	"FOKSANG"	Sunday	20th Oct. D.L.
BANGKOK via SWATOW	"HONGSANG"	Tuesday	18th Oct. Noon
TRINIAU via SWATOW	"TUNGSHING"	Wednesday	17th Oct. D.L.
SHANGHAI via SWATOW	"HOSANG"	Thursday	18th Oct. 3 p.m.
SHANGHAI via SWATOW	"YATSHING"	Friday	19th Oct. D.L.
SANBARAN	"HINSANG"	Saturday	20th Oct. 3 p.m.
TSINGTAU via SWATOW	"TINGSANG"	Wednesday	18th Oct. D.L.
SHANGHAI	"KITSANG"	Friday	20th Oct. Noon
ROBE	"CHUMSANG"	Thursday	18th Nov. 9 a.m.
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Haiphong Line—Sailings approximately weekly for passengers and cargo calling at Hongkong when convenient.

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Tientsin Line—A regular service is run from March to November between Hongkong and Tientsin, calling at Shanghai and Chiao.

Bangkok Line—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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"CARMARTHENSHIRE"	31st Oct.	"GLENGLUE"	31st Oct.	London, Antwerp, Rotterdam & Hamburg
"GLENGLARRY"	1st Nov.	"GLENGLUE"	1st Nov.	London, Rotterdam and Hamburg
"GLENAPP"	15th Nov.	"GLENAMOT"	15th Nov.	End of Nov., Genoa, London, Rotterdam and Hamburg

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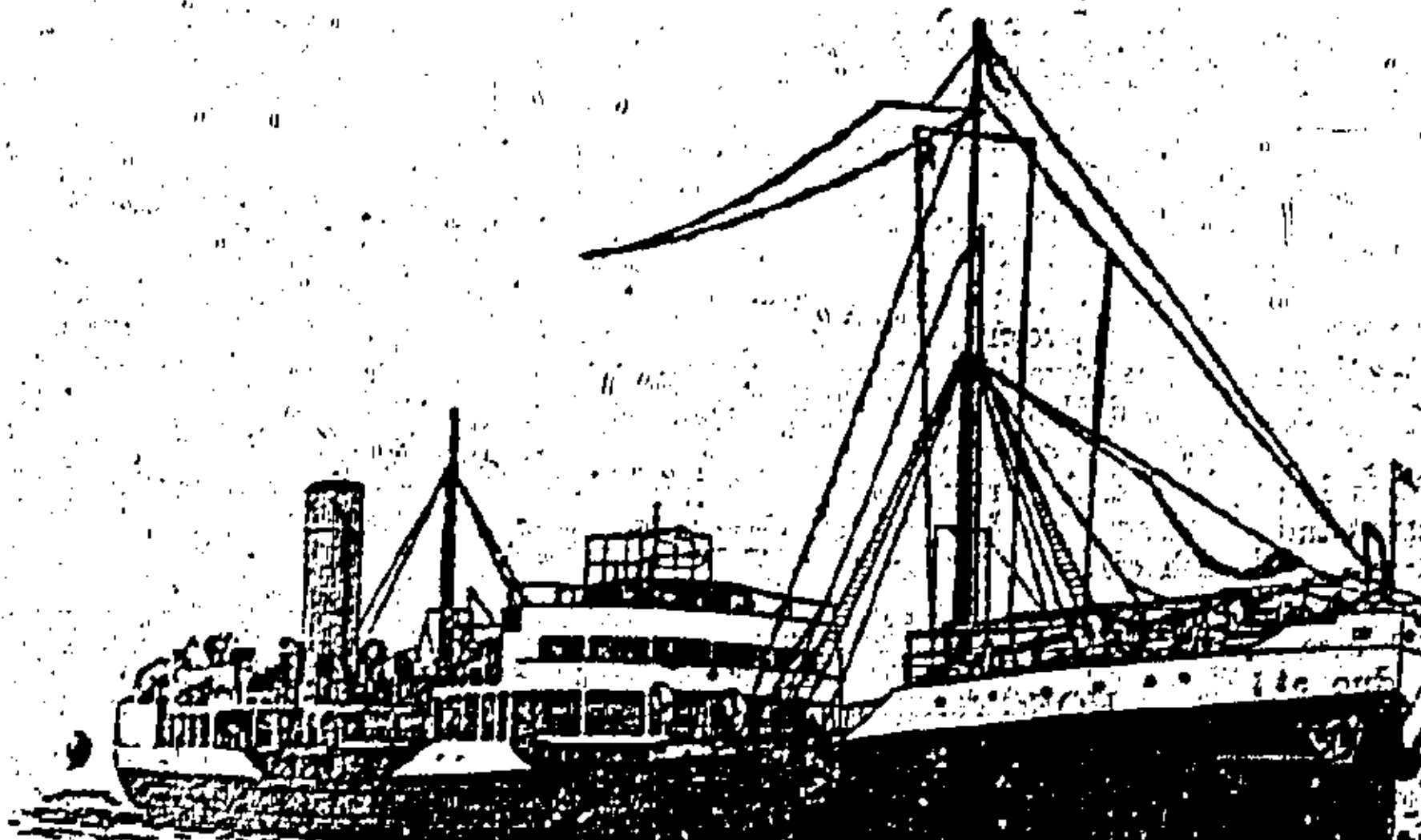
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## SHIPPING NEWS

## ARRIVALS.

October 8th.

Arabian, British str., 4,730 tons, Capt. H. E. Watkins, from Cheribon and Java, with sugar, laying at Stonecutters.—H. M. H. Nomaze.

Kwai Wah, Chinese str., 402 tons, Capt. Mok Yuen Hing, from Kwangchow-wan, with a general cargo, laying at Ping On wharf.—Yuen Hing S.S. Co.

Hing Sang, British str., 302 tons, Capt. J. H. Ferguson, from Manila, with a general cargo, laying at buoy No. C22.—J. M. & Co.

Sun, Portuguese str., 410 tons, Capt. G. A. de Souza, from Kwangchow-wan, and Macao, with a general cargo, laying at Hoi On wharf.—Po On S.S. Co.

Famigati, Japanese str., from Canton, laying at buoy No. B10.

October 9th.

Carl Legion, German str., 3,332 tons, Capt. A. Porzelius, from Shanghai, with a general cargo, laying at buoy No. A10.—Reuter, Brockmann & Co.

Hai Fong, British str., 1,148 tons, Capt. E. Walker, from Swatow, with a general cargo, laying at Douglas wharf.—D. L. & Co.

Hakozaki, Japanese str., 3,310 tons, Capt. R. Shimidzu, from Kobe and Shanghai, with a general cargo, laying at buoy No. A6.—N.Y.K.

Hunan, British str., from Canton, laying at buoy No. C21.

Take Gipsy, American str., 1,634 tons, Capt. E. Schulz, from Calcutta and Singapore, with a general cargo, laying at buoy No. C11.—P.M.S.S. Co.

Lushan Maru, Japanese str., 1,137 tons, Capt. T. Yoshikawa, from Shanghai and Swatow, with a general cargo, laying at buoy No. C28.—N.Y.K.

Montague, American str., 3,727 tons, Capt. H. Johnson, from Portland, Oregon and Shanghai, with a general cargo, laying at buoy No. A27.—Arnold & Co.

Sashu Maru, Japanese str., from Canton, laying at O.S.K. wharf.

Vancouver, Dutch str., 2,680 tons, Capt. F. Schlette, from Singapore, with a general cargo, laying at Kowloon wharf.—J.C.J.L.

## CLEARANCES.

October 8th.

Agapenor, for Singapore.

Albatross, for K. C. Wan.

Chalister, for Shanghai.

Coristan, for Swatow.

Halvard, for Canton.

Helikon, for Swatow.

Hok Chuan, for K. C. Wan.

Hsinching, for Canton.

Iehang, for Canton.

Kwang Sang, for Canton.

Lushan, for Canton.

Prominent, for Canton.

Tijmanock, for Chiuwangao.

Torilla, for Amoy.

Yungpin Maru, for Takao.

Yunglee Kiang, for Kungman.

Yunglooh, for Shanghai.

Yue Ying Ho, for Canton.

October 9th.

Carl Legion, for Manila.

Chak Sang, for Swatow.

Chunging, for Canton.

Farkha, for Singapore.

Hakozaki Maru, for Singapore.

Hunan, for Canton.

Kasara, for Swatow.

Lushan Maru, for Canton.

Poole, for Swatow.

President Teft, for Shanghai.

Produce, for Bangkok.

Ricemor, for Singapore.

Sikina Maru, for Fochow.

Tjikarang, for Moji.

Yumohari Maru, for Fochow.

Yu Sang, for Swatow.

## PASSENGERS.

ARRIVALS.

Per s.s. Hai Fong, on October 9th: Mr. W. H. E. Coates and Mrs. Parkinson.

DEPARTURES.

Per E. & A. s.s. Anifura, on Oct. 7th: Mr. and Mrs. K. A. Sanders, Mr. A. H. Beale, Miss E. Bane, Mr. F. L. Decker, Mrs. H. G. L. Miles, Mr. E. L. Dubatoff, Mr. H. C. Thomson, Miss M. N. T. Carter, and Mr. J. S. Scott.

## SHIPPING MOVEMENTS.

The T.K.K. s.s. Tama Maru arrived at Yokohama on Oct. 4th and sailed on the 9th, being due at this port on Oct. 15th.

The T.K.K. s.s. Anyo Maru sailed from Kobe on Oct. 7th, and will be due at this port on Oct. 16th.

The T.K.K. s.s. Gino Maru arrived at Yokohama on Oct. 8th and sails on Oct. 12th for South America.

The R.I. s.s. Arcan Line's s.s. Takada left Amoy for this port on the 4th inst., and was due here yesterday at 4 p.m.

The R.M.S. Empress of Russia arrived at Nagasaki on Oct. 8th, at 10.30 a.m., left Nagasaki at 7 p.m., and is due at Kobe on Oct. 9th, at 5 p.m.

The Admiral Original liner President Jefferson, which left at Hongkong on Oct. 10th, arrived at Kobe on Oct. 7th. This steamer carries heavy mails for Hongkong.

## VESSELS EXPECTED

Bakersfield (Admiral Oriental), due Oct. 15th.

Benmore (Ben Line), due Nov. 1st.

Benmore (Ben Line), due October 18th.

Chibi (M.M.), due today.

Empress of Asia, due Oct. 22nd.

Helena (Blue Funnel), due Oct. 24th.

Kaga Maru (N.Y.K.), due October 11th.

Montague (Blue Funnel), due Oct. 16th.

President Jefferson (Admiral Oriental), due Oct. 11th, at 7.30 a.m.

President Jefferson (Admiral Oriental), due October 14th.

Sashu Maru (N.Y.K.), due October 11th.

St. Albans (E. & A.), due to-day, daylight.

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From Hongkong	Due Vancouver	From Canada	Due England
Empress Asia	Oct. 25 Nov. 12	Minnedosa	Nov. 21 Nov. 28
Empress Canada	Nov. 17 Dec. 3	Mellita	Dec. 13 Dec. 20
Empress Russia	Nov. 29 Dec. 17	Minnedosa	Dec. 27 Jan. 3
Empress Australia	Dec. 21 Jan. 9	Marburn	Jan. 16 Jan. 23
Empress Asia	Jan. 10 Jan. 28	Montcalm	Feb. 8 Feb. 15
Empress Russia	Feb. 7 Feb. 25	Marlock	Mar. 7 Mar. 14
Empress Australia	Feb. 22 Mar. 12	Mellita	Mar. 19 Mar. 26
Empress Asia	Mar. 13 Mar. 31	Montrose	Apr. 11 Apr. 18

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HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO. SAN PEDRO, MANZANILLO, BALBOA. CALLAO, MOLENDINO, AFRICA AND IQUIQUE.

STEAMERS. TENYO MARU ... 23,000 tons, Oct. 27th. KOREA MARU ... 23,000 tons, Nov. 5th. SHINYO MARU ... 23,000 tons, Nov. 18th. SIBERIA MARU ... 23,000 tons, Nov. 28th.

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## FIRE ON THE "ALPS MARU."

The following is taken from a London paper of September 5th:

The Japanese steamer, the Alps Maru, of 7,000 tons, from Yokohama, is lying in the Thames off Gravesend with a fire in one of her holds.

The fire was discovered when the vessel was off Dungeness on Wednesday night. Three tugs and a fire boat were pouring water into the ship all day yesterday but at a late hour last evening the fire had not been overcome.

Last evening after a hatch had been removed there was an explosion. The boat-swain was burnt on the head, and a number of the crew were also injured.

The Alps Maru has a cargo of camphor, fish oil, and fibre.

## WEATHER REPORT.

October 9th at 16.47.—Pressure has increased slightly from Shanghai to Formosa, and at Labuan. It is nearly stationary elsewhere.

The typhoon continues to move north-eastward. It is probably to the east of Naha this afternoon.

Hongkong rainfall for the 24 hours ending at 18 hours, 9th October, 0.00 inch. Total since January 1st, 18.18 inches, against an average of 78.15 inches.

The forecast for the 24 hours ending at 18 hours, 10th Oct., is as follows:—

Formosa Channel ... N. winds, strong.

Hongkong to Gap Rock ... N. winds, moderate; fine to cloudy.

South coast of China between Hongkong and Lamoucks ... do.

South coast of China between Hongkong and Hainan ... do.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 9th.

Previous On Date On Date Day at 1 p.m. 6 a.m. 9 p.m.

Barometer ... 29.76 29.87 29.88

Temperature ... 45 40 32

Humidity ... N NNE N

Wind Force ... 3 4 2

Weather ... B b b

Rain ... 0.00 0.00 0.00

Highest open-air Temperature on 8th ... 83

Lowest open-air Temperature on 9th ... 73

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S.S. "PRESIDENT CLEVELAND" ... Oct. 16th.

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S.S. "LAKE GILPEN" ... Oct. 18th, at 5 p.m.

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KAGA MARU (Calling Keelung) ... Monday, 15th Oct., at 11 a.m.

ITO MARU ... Thursday, 4th Nov., at 11 a.m.

MARSEILLE, LONDON &amp; ANTWERP via Singapore, etc.

HAKUSAN MARU ... Monday, 22nd Oct., at 4 p.m.

KITANO MARU ... Monday, 29th Oct.

HAMBURG via LONDON &amp; ROTTERDAM.

MATSUMOTO MARU ... Sunday, 7th Nov.

LIVERPOOL via MARSEILLE &amp; VALENCIA.

LYONS MARU ... Wednesday, 31st Oct.

SYDNEY &amp; MELBOURNE via Manila, etc.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

MISHIMA MARU ... Friday, 2nd Nov.

AKI MARU ... Wednesday, 14th Nov.

NEW YORK &amp; BOSTON via PANAMA.

TAKETOYO MARU ... Thursday, 1st Nov.

BUENOS AIRES via Singapore, Durban &amp; Cape Town.

KANAGAWA MARU ... Thursday, 25th Oct.

BOMBAY via Singapore and Colombo.

SADO MARU ... Friday, 12th Oct.

CALCUTTA via Singapore, Penang &amp; Rangoon.

MURORAN MARU ... Tuesday, 16th Oct.

NAGASAKI, KOBE &amp; YOKOHAMA.

AKI MARU ... Thursday, 11th Oct., at Daylight.

SHANGHAI, KOBE &amp; YOKOHAMA.

KANO MARU ... Thursday, 11th Oct., at Daylight.

BOZAN MARU ... Sunday, 14th Oct.

WAKASA MARU ... Tuesday, 18th Oct.

KATOEI MARU ... Tuesday, 23rd Oct.

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CORDILLERE	15th Oct.	15th Oct.	15th Oct.
ANGERS	22nd Oct.	22nd Oct.	22nd Oct.
CHILL	29th Oct.	29th Oct.	29th Oct.
PORTHOS	5th Nov.	5th Nov.	5th Nov.
ANAKOR	12th Nov.	12th Nov.	12th Nov.
CHAMBERD	19th Dec.	19th Dec.	19th Dec.

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"KARNATA"	8,696	19th Oct.	Mars. London & Antwerp.
"CALEDONIA"	8,696	22nd Oct.	Mars. London & Antwerp.
"NELORE"	8,696	25th Oct.	Mars. London & Antwerp.
"SICILIA"	8,696	28th Oct.	Singapore, Penang, Colombo & B'way.
"MALWA"	10,241	16th Nov.	Mars. Gibe. London & Antwerp.
"NYANZA"	7,023	24th Nov.	Mars. Gibe. London & Antwerp.
"KALAN"	9,062	30th Nov.	Mars. Gibe. London & Antwerp.
"SORDAN"	8,696	13th Dec.	Singapore, Penang, Colombo & B'way.
"DWARA"	8,092	14th Dec.	Mars. London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	B'way, Mars. Gibe. London & Antwerp.

## 1924.

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	9,427	11th Jan.	MARSEILLES & LONDON
"MACDONIA"	11,089	24th Jan.	via Usual Ports of Call.
"KASHGAR"	8,740	8th Feb.	do.
"MOREA"	10,611	22nd Feb.	do.
"KARNATA"	8,696	7th March	do.
"NADERA"	15,993	21st March	do.
"DELTA"	8,047	4th April	do.
"CHINA"	7,659	18th April	do.
"KALAN"	9,062	2nd May	do.
"KASHGAR"	8,740	15th May	do.

## BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destination
"TAKADA"	6,949	11th Oct.	Singapore, Penang & Calcutta.
"TORILIA"	5,205	29th Oct.	do.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	2nd Nov.	(Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.)
"EASTERN"	4,000	1st Dec.	do.
"ARAFURA"	6,000	5th Jan.	do.

Frequent connections from Australia with the following—  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

## SAILING TO SHANGHAI &amp; JAPAN

S.S.	Tonnage	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	11th Oct.	D.L. Moji & Kobe.
"SOFALA"	5,981	11th Oct.	Kobe direct.
"KALAN"	9,062	13th Oct.	Shanghai, Moji & Kobe.
"CALEDONIA"	7,631	20th Oct.	Shanghai, Moji & Kobe.
"NYANZA"	7,023	28th Oct.	Shanghai, Moji & Kobe.
"SICILIA"	8,613	2nd Nov.	Shanghai.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting on the carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passage Fares, Freight Handbooks, etc., apply to MACRINNON, MACNIE &amp; CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

## For BOSTON

## and NEW YORK

S.S. "SLAVIC PRINCE" on 31st October.

For Freight and full particulars apply to—

## FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

85, George's Building

## STROTHERS &amp; BARRY

OPERATING U.S. GOVERNMENT SHIPS

## EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Munro" Due Hongkong 28th Oct.

U.S.S. "West Cactus" Due Hongkong 28th Oct.

U.S.S. "West Cactus" Leave Hongkong 30th Nov.

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## CHINA NAVIGATION CO., LIMITED.

Ports	Steamer	Date of Departure
SWATOW & HANGKOW	"KINGYUAN"	On 10th Oct. Noon
MANILA	"TEAN"	On 10th Oct. 4 p.m.
DALNY & NEWCHANG	"HUNAN"	On 10th Oct. 5 p.m.
HUIHOW, PAKHOI, HAIPHONG	"YUNNAN"	On 11th Oct. 10 a.m.
SWATOW & SHANGHAI	"KANGHAI"	On 11th Oct. 10 a.m.
AMOY, SWATOW & SINGAPORE	"SHANTUNG"	On 12th Oct. D.L.
SHANGHAI & TSINGTAO	"YUJI"	On 13th Oct. D.L.
SHANGHAI & ANTUNG	"KUEICHOW"	On 14th Oct. D.L.
WEIHAIWEI & TIENTSIN	"SZECHUEN"	On 14th Oct. 10 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 16th Oct. D.L.
AMOY & SHANGHAI	"KALAN"	On 16th Oct. Noon
SWATOW & HANGKOW	"KUEICHOW"	On 17th Oct. D.L.
AMOY, SWATOW & SINGAPORE	"KANGHAI"	On 17th Oct. 4 p.m.
MANILA	"KANGHAI"	On 18th Oct. 10 a.m.
SWATOW & SHANGHAI	"KANGHAI"	On 18th Oct. 10 a.m.

SHANGHAI LINE.—Excellent balcon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Hongkong, Shanghai and Swatow, leaving Hongkong Sundays (via Swatow and extending to Fukuoka, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bill of Lading to all European and North China ports. Passengers for Shanghai do not require to tranship at Swatow.

BANKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents, 108, Des Voeux Road, HONGKONG.

CARGO &amp; PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE, John Swire &amp; Sons, Ltd.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailings Subject to Alteration.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila
"TAIYUAN"	In port.	11th October, 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, (John Swire & Sons, Ltd.) Agents, Telephone Central No. 35.

## DODWELL &amp; CO., LIMITED

## NEW YORK BERTH

For BOSTON &amp; NEW YORK via SUEZ

S.S. "SURUGA" sailing on or about 8th Oct.

S.S. "BOLTON CASTLE" sailing on or about 12th Nov.

## LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEBANT, BLACK SEA & DANUBE PORTS.

FIUME having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

## FOR SHANGHAI YOKOHAMA &amp; KOBE

S.S. "FIUME-L" sailing on or about 2nd Nov.

S.S. "DUGLISSA D'OSTIA" sailing on or about 2nd Dec.

FOR BRINDISI, VENICE &amp; TRIESTE

Via SINGAPORE, PENANG &amp; COLOMBO.

S.S. "VENEZIA" sailing on or about 2nd Nov.

S.S. "FIUME-L" sailing on or about 2nd Dec.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UNVOTI" sailing from Calcutta on or about 1st Dec.

From Calcutta and Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

\*This Steamer carries freight only.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED,

Telephone Central 1030

Agents.

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, BUTTERFIELD &amp; ANTWERP—via Singapore

Colombo, Rangoon and Port Said.

"LONDON MARU" Monday, 15th Oct.

"PARIS MARU" Monday, 22nd Oct.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Cape Town.

"CANADA MARU" (Call at Montevideo) Friday, 2nd Nov.

BOMBA, HIMALAYA MARU Saturday, 20th Oct.

"CALEBES MARU" Sunday, 4th Nov.

BANGKOK, HANGKOW &amp; SINGAPORE.

"BUSHO MARU" Thursday, 1st Nov.

CALCUTTA via Singapore &amp; Hongkong.

"MALAY MARU" Friday, 18th Oct.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER via Shanghai and Japan Ports

"MANILA MARU" Friday, 19th Oct.

"ABAMA MARU" Wednesday, 21st Nov.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAGUE MARU" Middle of Oct.

"HAYANA MARU" Beginning of Nov.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama &amp; Nagoya.

"SUMITRA MARU" Sunday, 14th Oct.

"MANILA MARU" Friday, 19th Oct.

"ALABAMA MARU" Wednesday, 21st Nov.

"AMUR MARU" Monday, 22nd Oct.

KEELUNG via SWATOW &amp; AMOY.

"GULU MARU" Sunday, 14th Oct. 10 a.m.

TAKAO via SWATOW &amp; AMOY.

"SOSHU MARU" Sunday, 21st Oct. 10 a.m.

TAKAO &amp; KEELUNG.



## POST OFFICE NOTICE

## INWARD MAILS.

FROM	PER	DATE
AUSTRALIA & MANILA	St. Albans	10th Oct.
AUSTRALIA & MANILA	Aki Maru	10th Oct.
SHANGHAI	Shantung	10th Oct.
SHANGHAI	Szechuan	10th Oct.
MANILA	Agas Maru	10th Oct.
SAIGON	Ohai	10th Oct.
SAIGON	Sato Maru	10th Oct.
EUROPE via SUEZ (Letters only 13th Sept. & Parcels 15th Sept.)	Kalyan	11th Oct.
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. Jefferson	14th Oct.
SHANGHAI	Corinthian	15th Oct.

## OUTWARD MAILS.

FOR	PER	DATE
Formosa	Havelland	Wednesday, 10th, 8.00 A.M.
Swatow and Bangkok	Kingpin	11.30 A.M.
Manila	Tain	3.00 P.M.
Shanghai	Chit	3.30 P.M.
Swatow and Amoy	Fan Choon	3.00 P.M.
Dalry	Hunan	3.00 P.M.
Szechuan and Wuchow	Kochow	4.30 P.M.
Swatow, Amoy and Formosa	Szechuan Maru	5.00 P.M.
Japan	Aki Maru	5.00 P.M.
Shanghai	Kano Maru	5.00 P.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island about 2nd Oct.	Taiwan	Parcels, 10th, Thursday, 11th, 12.45 P.M. Letters, 1.30 P.M.
Swatow	Luchow	Thursday, 11th, 9.00 A.M.
Hohow, Pakhoi and Haiphong	Yunnan	9.00 A.M.
Straits and Calcutta	Takada	10.30 A.M.
Swatow	Koonquang	5.00 P.M.
Amoy	Kueiyang	5.00 P.M.
Straits, Ceylon, Madras, Maraca, S. Africa, India via Dhanu	Sato Maru	Friday, 12th, 10.30 A.M.
Swatow, Amoy and Poochow	Haifong	Noon
Manila	Mingwang	2.00 P.M.
Cebu	Tyndarus	5.00 P.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE (DIRECT).

"ELPHEOR"	17th Oct.	London, Rotterdam & Hamburg.
"ATREUS"	30th Oct.	London, Rotterdam & Hamburg.
"TERESIAS"	6th Nov.	London, Rotterdam & Hamburg.
"ADRASTUS"	13th Nov.	London, Rotterdam & Hamburg.

## LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS).

"MEMNON"	30th Oct.	Genoa, Liverpool & Glasgow.
"EURYPYLUS"	1st Nov.	Marseilles, Harve, Liverpool & Glasgow.
"OANFA"	20th Nov.	Genoa, Marseilles, Liverpool & Glasgow.

## PACIFIC SERVICE (VIA KOBE AND YOKOHAMA).

"TYNDAREUS"	27th Oct.	Victoria, Seattle & Vancouver.
"PROTESILAUS"	20th Nov.	Victoria, Seattle & Vancouver.

## NEW YORK SERVICE (VIA SUEZ OR PANAMA).

"ALCINOUS"	25th Oct.	via Suez and Boston.
"TEUCER"	15th Nov.	via Suez and Boston.

## PASSENGER SERVICE

"TERESIAS"	10th Oct.	for Shanghai.
"TERESIAS"	6th Nov.	for Singapore & London.
"SARFEDON"	11th Dec.	for Singapore, Marseilles & London.
"PATROCLUS"	8th Jan.	for Singapore, Marseilles & London.
"MENTOR"	12th Feb.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO  
**BUTTERFIELD & SWIRE**  
 (JOHN SWIRE & SONS, LTD.),  
 AGENTS.

## ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S.\$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.  
 General Banking Business.

## BRANCHES—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR, Manager.

## THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road, Hongkong.

BRANCHES: Shanghai, 51, Kiangsu Road, Hankow, British Consulate.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE. Attractive rates for all kinds of Deposits and all kinds of remittances are welcome.

T. J. H. MAI, Manager.

## THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE: Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted. Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

## COMMERCIAL. OPENING QUOTATIONS.

9th October, 1923.

ON LONDON—	
Telegraphic Transfer	... 3/31
Bank Bills, on demand	... 2/3 5/16
Bank Bills, at 30 days' sight	... 2/3 1/16
Bank Bills, at 4 months' sight	... 2/3 1/16
Credits, at 4 months' sight	... 2/4 1/16
Documentary Bills, 4 months' sight	... 2/4 3/16

ON PARIS—	
Bank Bills, on demand	... 865
Credits, 4 months' sight	... 925

ON NEW YORK—	
Bank Bills, on demand	... 51 1/2
Credits, at 30 days' sight	... 53

ON BOMBAY—	
Telegraphic Transfer	... 167
Bank Bills, on demand	... 167

ON CALCUTTA—	
Telegraphic Transfer	... 167
Bank Bills, on demand	... 167

ON SHANGHAI—	
Bank Bills at sight	... 100
Private, 30 days' sight	... 104

ON YOKOHAMA—	
On demand	... 101
ON MANILA—	
On demand	... 95 1/2

ON SINGAPORE—	
On demand	... 134
ON BATAVIA—	
On demand	... 134

ON HONGKONG—	
On demand	... 81 1/2
ON SINGAPORE—	
On demand	... 81 1/2

SOVEREIGN, Bank's Buying rate	... \$ 8.60
GOLD LEAF, 100 fine, per tael	... 49
SILVER, per oz.	... 31 1/2

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$50,000,000.

Paid-up Capital ... \$20,000,000.

Reserve Funds ... \$24,500,000.

Sterling ... \$24,500,000.

Silver ... \$24,500,000.

Reserve Liability of Proprietors \$20,000,000.

Court of Directors:

Hon. Mr. A. O. LANE—Chairman.

D. G. M. BERNARD, Esq.—Deputy Chairman.

A. E. COMPTON, Esq.—W. L. FATTENDEN, Esq.

G. M. DODD, Esq.—J. A. SUMNER, Esq.

G. T. M. ELLIS, Esq.—E. P. WHITE, Esq.

Hon. Mr. P. H. HOLYOAK.

Chief Manager: Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. McARTHUR, Esq.

Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 3rd October, 1923. [27]

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG &amp; SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG &amp; SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Chief Manager.

Hongkong, 14th November, 1922. [28]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ... £3,000,000.

Reserve Fund ... £2,800,000.

Reserve Liability of Proprietors ... £2,000,000.

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, May 8th, 1922. [31]

## BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 66, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 72,000,000.00.

Paid-up Capital ... Frs. 68,400,000.00.

Reserve Fund ... Frs. 69,687,283.54.

BRANCHES: Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Yokohama, Kobe, Manila, Cebu, Singapore, Batavia, Surabaya, Samarang, Bata, Bona, Pontianak, Saigon, Haiphong, Hanoi.

BANKERS: IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

C. E. GOY, Acting Manager.

Hongkong, October 1st, 1923. [32]

## "COMMANDER"

"Commander" stands supreme in its power to satisfy the most fastidious smokers. It is a mild, pleasing cigarette made in a "Super Size".

"Commander must be smoked to be appreciated"

Westminster  
Tobacco  
Co. Ltd.  
London



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

## THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000.

Subscribed Capital ... £2,500,000.

Paid-up Capital ... £2,500,000.

Reserve Fund ... £2,500,000.

BANKERS: THE BANK OF ENGLAND, THE LONDON JOINT CITY &amp; MIDLAND BANK, Ltd.

BRANCHES: Bangkok, Calcutta, Canton, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Suez, Tientsin, Yokohama.

HONGKONG BRANCH: Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Manager.

7, Queen's Road Central, Hongkong, September 28th, 1923. [30]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 80,000,000.

Capital (Paid-up) ... Yen 63,500,000.

Reserve Funds ... Yen 12,800,000.

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Kienko, Keelung, Makung, Nanto, Pusan, Shichien, Taichu, Tainan, Takow, Tamsui, Tientsin, Aik.

CHINA—Shanghai, Hankow, Kienkiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON COUNTRIES WESTMINSTER AND LONDON CHARTERED BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &amp;c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

HONGKONG BRANCH: 4, Des Vaux Road, Hongkong, 15th September, 1923.

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Vaux Road, C. HONGKONG.

Established 1912.

Authorized Capital ... \$10,000,000.00.

Paid-up Capital ... \$5,000,000.00.

Reserve Fund ... \$5,000,000.00.

DIRECTORS: Mr. Pong Wai Tso, Chairman, Mr. Chow Shou Son, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Toag, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chin Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po, Asst. Manager ... Mr. Li Tse Fong.

BRANCHES: LONDON, PARIS, SHANGHAI, KOREA, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

AGENCIES: NEW YORK, SAN FRANCISCO, YOKOHAMA, HANKOW, BATAVIA, SOERABAYA, BOMBAY, CANTON.

London Eastern—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 5 per cent. per annum.

For 6 months at the rate of 6 per cent. per annum.

For 12 months at the rate of 7 per cent. per annum.

K. AN TONG PO, Chief Manager.

Hongkong, February 28th, 1922. [34]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000.

Reserve Fund ... Yen 73,000,000.

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Batavia, Kobe, Soerabaya, Bandoeng, Medan, Rangoon, Buenos Ayres, Lyons, San Francisco, Calcutta, Los Angeles, Seattle, Changchun, Manila, Shanghai, Dairen (Dalny), Nagasaki, Singapore, Fongtien, Negoya, S. Yaw, (Mukden), Newchwang, Hankow, Osaka, Tientsin, Harbin, Peking, Nanfu, Kai Yuen, Janeiro, Vladivostok.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.

Hongkong, 17th Sept. 1923. [39]

## NEDERLANDSCHE HANDEL, MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1924.

A. Capital ... F. 100,000,000 £2,333,333.

Paid-up Capital ... F. 50,000,000 £2,688,888.

Reserve Fund ... F. 19,750,180 £1,647,432.

Special Reserve ... F. 22,680,000 £1,888,111.

Head Office: Amsterdam.

Branches at: The Hague—Rotterdam, Head Agency: Batavia.

BRANCHES: Bandoemasin, Macassar, Shanghai, Bandoeng, Medan, Singapore, Bombay, Padang, Soerabaya, Calcutta, Palembang, Soerakarta, Cherbon, Peking, Tegal, Djember, Ponnas, Tjilatjap, Djokjakarta, Pontianak, Watevreden, Kobe, Rangoon, Kota-Badja, Samarang.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSEAMP, Agent.

Hongkong, August 14th, 1923. [37]

## THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$50,000,000.00.

Paid-up Capital ... \$13,278,600.00.

Reserve Funds ... \$6,232,425.24.

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 4, Queen's Road Central, Hongkong, and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Co. of New York.

New York Bankers—The Irving National Bank.

The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYEE PEI, Manager.

Hongkong, September 8th, 1921. [36]

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